

COACH AND BUS

WEEK

The PSV Industry's News Weekly

ISSUE 32 SEPTEMBER 26 1992



REPRIEVE FOR VOLVO PLANT

Massive Singapore Olympian order keeps gates open until 1993 Page 5

SALES AWARDS WILL BOOST IMAGE

All operators and drivers are eligible for Telma sponsored prizes Page 26



TRAVELLERS IN SETRA STYLE

Super-exec sets new standards for incoming tourists Page 16

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TWICE THE COACH, HALF THE COST

A perspective on refurbishment, the alternative to vehicle replacement

Carlton P.S.V.

VOLVO

1974 B58 PLAXTON ELITE III with MK IV front, 51 seats, radio, side lockers, MoT March 1993. Stock No. 2094.

1983 B10M DUPLE LASER, 12 metre, 57 seater, PA/radio/cassette, 6 speed ZF manual gearbox, MoT 19.07.93. Stock No. 1074.

LEYLAND

1982 LEOPARD DUPLE DOMINANT, 51 reclining seats, double glazing, curtains, 6 speed gearbox, side lockers, MoT March '93. Stock No. 9033.

BEDFORD

1975 YRQ PLAXTON, 45 seats, power door, side lockers, private plates. Stock No. 1062.

FORD

1979 R1014 DUPLE DOMINANT II, Bristol dome, 10 metre, 45 seats recently revoquette, 6 speed manual gearbox, radio/cassette, PA, MoT 31 May '93. Stock No. 2095.

1978 R1014 DUPLE DOMINANT II, Bristol dome, 10 metre, 45 seats, 6 speed manual gearbox, MoT Oct '92. Stock No. 2096.

TOYOTA

1989 CAETANO OPTIMO, 18 seater, armrests, curtains, carpet, hot drinks facility, power door, boot, MoT July '93. Stock No. 2098.

MINIBUS

1989 TALBOT PEUGEOT TRIAXLE PULLMAN EXPRESS, 2.5 Diesel, 22 seats, plus 7 standees, Pullman body, Dip-Tac specification, power door, destination box and gear, MoT September '92. Stock No. 2089.

NEOPLAN

1987 (D) JETLINER, 11 litre, Scania engine and manual gearbox. This vehicle has just been extensively refurbished inside and out in our workshops. Now fitted with the new style Neoplan front, 49 newly revoquette reclining seats, courier seat, rear floor mounted toilet, and rear full height continental door. To be sold with cherished number plates, finished in attractive light bronze with colour co-ordinated stripes – recently MoT'd. Stock number 2087 £49,500

1984 JETLINER DAF 11.6 litre engine and manual gearbox. This vehicle is being extensively refurbished including new floor, revoquette, new front end, sunken toilet etc. Can still be tailored to customers final specification. New MoT, stock number 2085 £35,000

1985 JETLINER DAF 11.6 litre and manual gearbox. This vehicle is to be refurbished. Can be finished to customer specification. New MoT on completion. Stock No. 2089 POA

1983-86 SKYLINERS MERCEDES V10 ZF manual gearboxes, 71-77 seats, toilet, water boilers, 2 tables, various specifications from £40,000

SOLD

DAF

1989 MB230, 11.6 litre Caetano Algarve (3.55 metres), ZF gearbox, 53 recliners, courier seat, curtains, carpets, drinks machine, radio/cassette/PA, power door, cont. door, tinted windows, side & rear lockers, MoT Aug '93. Stock No. 2001.

1988 MB230, 11.6 litre, Caetano Algarve (3.35 metres) ZF gearbox, 49 recliners, courier seat, curtains, drinks machine, radio/cassette/PA, TV/video, power door, cont. door, tinted windows, side & rear lockers, toilet, MoT May '93. Stock No. 2100.

ALL ROADS
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1973 LEYLAND LEOPARD PLAXTON SUPREME, semi auto gearbox, 49 seats, MoT Sept 92. Stock MO49 ... Offers

1989 ENSIGN CHARISMA MERCEDES, 6spd manual gearbox, air conditioning, 49 recliners, curtains, carpets, courier seat, radio/cassette/PA, centre u/floor toilet, drinks facility, cont. door, drivers bunk, MoT April '93. Stock MO48 £54,000

1987 SETRA RATIONAL MERCEDES V8 ZF manual, Voith retarder, 49 recliners, double glazing, curtains, toilet, drinks machine, TV/video, continental door, courier seat, grey moquette, maroon/white exterior, gen 260,000k, MoT June 1993. Stock No MO51 £57,570

1979 BEDFORD YMT DOMINANT seats, Bristol dome, radio, red moquette, blower, interior, MoT Feb 1993. Stock No MO52 £2,950

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**DAF 1986 DKFL PLAXTON
PARAMOUNT 3500 12M**, 49/53 recliners, grey/red moquette, demountable rear sunken toilet, continental exit door, courier seat, curtains, power entrance door, wired for TV/video, cream/duo blue. M.O.T. FEB 1993.

**DAF 1987 DKVL PLAXTON
PARAMOUNT 3500 12M**, 51 recliners, red/grey moquette, rear sunken toilet, continental entrance/exit door, tinted side windows, curtains, courier seat, drinks machine, power entrance door, wired for TV/video, TELMA, ABS anti-lock braking, cream/duo blue. M.O.T. MAY 1993.

**BOVA 1982 EUROPA II INTEGRAL
12M**, 51 recliners, brown moquette, white/red. M.O.T. AUG 1993

**VOLVO 1988 B10M VAN HOOL
ALIZEE-H 12M**, 49 recliners, centre sunken toilet, continental door, double glazed tinted side windows with pull-down blinds, TELMA retarder, chassis autolube, Webasto heating, drinks machine, coolbox, courier seat, white. M.O.T. 1993

**LEYLAND 1989 (August) TIGER
(260 BHP) DUPLE 320 12M**, 53 recliners, double glazed tinted side windows with pull-down blinds, TELMA retarder, chassis autolube, cream/orange/yellow. CHOICE OF TWO IDENTICAL VEHICLES M.O.T. 1993

**VOLVO 1989 B10M VAN HOOL
ALIZEE-H 12M**, 53 recliners, double glazed tinted side windows with pull-down blinds, TELMA retarder, chassis autolube, courier seat, cream/orange/yellow. M.O.T. 1993

**VOLVO 1984 B10M VAN HOOL
ASTRAL 12M**, 58 recliners, brown/orange moquette, n/s sunken toilet, window blinds with curtains, driver's berth, Webasto, courier seat, wired TV/video, servery, drinks machine, white/grey/blue. M.O.T. NOV. 1992

**DAF 1984 DKFL DUPLE
CARIBBEAN 12M**, 53 str., grey/blue/black moquette, toilet with rear continental door, courier seat, double glazed side windows, power entrance door, TELMA retarder, cream/duo blue. M.O.T. DEC 1992

**VOLVO 1987 B10M VAN HOOL
ALIZEE-H 12M**, 53 recliners, brown moquette, double glazing, TELMA, power door. All white. M.O.T. MARCH 1993

**VOLVO 1988 B10M GL
JONCKHEERE JUBILEE P599 12M**, 53 recliners, grey/red moquette, courier seat, double glazed side windows, white/primrose/blue. M.O.T. JAN 1993

**DAF 1983 SB2300 PLAXTON
PARAMOUNT 3200 12M**, 47 recliners, Autumn tint moquette, toilet, driver's berth, water boiler, Webasto, courier seat, curtains, wired TV/video, white/blue. M.O.T. JULY 1993

**BOVA 1989 FUTURA FHD 12.290
INTEGRAL 12M**, 49 str., centre sunken toilet, continental door, double glazing, curtains, courier seat, water boiler, no rear window, cream/green/gold. M.O.T. 1993

**VOLVO 1986 VAN HOOL ACRON
T815 INTEGRAL 12M**, DAF powered, 49 recliners, brown moquette, centre sunken toilet, continental door, berth, double glazed windows, blinds, drinks machine, fridge, courier seat, wired TV/video, cream/green. M.O.T. JUNE 1993

**BOVA 1984 FUTURA FHD 12.280
INTEGRAL 12M**, 49/53 str., centre sunken demountable toilet, continental door, berth, drinks machine, double glazing, curtains, courier seat, wired TV/video, white/yellow/grey. M.O.T. MARCH 1993

**LEYLAND 1989 TIGER
(260 BHP) DUPLE 320 12M**, 53 recliners, double glazed tinted side windows with pull-down blinds, TELMA retarder, chassis autolube, cream/orange/yellow. M.O.T. 1993

TRADE DESCRIPTIONS ACT
In detailing these used saloon coaches we have quoted the year of registration and not necessarily the model or year of manufacture.

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The coach and bus industry has come to expect unjust criticism from a public largely ignorant of the facts.

Stories of speeding coaches still appear in newspapers despite the almost watertight speed limiter legislation which is now in place. There are two reasons for the misunderstanding.

In the first place, car manufacturers still 'tune up' their vehicles by fitting ludicrously optimistic speedos; witness the Mitsubishi 3000GT which registered 88 mph at 70 mph, according to the magazine which ran it past the radar gun. The second reason for misunderstandings is the inability of the PSV industry to communicate its benefits to the media... and perhaps the media's deaf ear.

But we should all expect better from our elected MPs. It is not unreasonable to suppose that their position demands they know the accident statistics and have kept abreast of changes in legislation, since they are the first people to be privy to new law.

Yet anecdotal and inflammatory comments from three MPs in Parliament hint at gross ignorance of the facts.

We should all expect better from our elected MPs. It is not unreasonable to suppose that their position demands they know the accident statistics and have kept abreast of changes in legislation, since they are the first people to be privy to new law

Conservative MP for Beckenham, Piers Merchant: "Like every other honourable member, I have had the experience of driving on a motorway and suddenly finding that a huge lorry or coach is on my tail and is hooting and flashing its lights to try to intimidate me into getting out of the way. Such vehicles have often been running at speeds well above the legal limit."

Conservative MP for Battersea, John Bowis OBE: "Too often, coaches, which after all carry human beings, belt along the outside lane and are unable to stop in an emergency. They are lethal and are potentially dangerous not only for passengers but for other road users."

Labour MP for Thurrock, Andrew Mackinlay: "Another problem is the appalling state of disrepair of many lorries and buses in safety terms. The vehicles that are most guilty of pumping out fumes in urban areas are buses...I hope that the minister will take the problems on board and get the Association of Chief Police Officers to have a blitz on buses and lorries so that prosecutions are made."

Coach and Bus Week hopes that, with Parliament about to return, both the Bus & Coach Council and operators will write in the strongest possible terms to these MPs at the House of Commons, Westminster, London SW1, if they have not already done so.

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BUSINESS
PUBLISHING

COACH AND BUS WEEK ENDING 26 SEPTEMBER 1992

The Bus & Coach Council has issued a set of guidelines to help its members prevent their vehicles being used to smuggle drugs from abroad. By establishing a code of practice, the BCC hopes increased co-operation with HM Customs will be repaid by faster customs clearance times for members' vehicles returning from Europe, and advice on tightening security. Page 6.

South Yorkshire Transport has launched its Fleet Activity Control Technology computerised engineering record system on to the open market after three years of development. The system highlights every aspect of fleet maintenance costs by vehicle age and type, and provides information to predict the optimum vehicle replacement profile. Page 9.

Kingston upon Hull City Transport is extending its services into what was traditionally EYMS territory. The service extensions have been made possible by trade union co-operation in speeding up schedules. The municipal company is closing its Cottingham Road depot and selling its central premises to the city's telephone company in a rent back arrangement. Page 10.

Britain's traffic commissioners are worried that the recession and increased competition are forcing operators to run older vehicles and cut corners on maintenance. They are also concerned at the number of PCV licence holders who are committing drink driving offences in private cars. Meanwhile the Government is considering options for the future of the Vehicle Inspectorate's testing activities. Page 11.

Multi-million pound proposals to rejuvenate bus facilities in central Liverpool will be put to the public later this year with the approval of a new Strategy for Bus Travel by Merseyside PTA. Funding will come from Liverpool's City Challenge programme, and further capital expenditure will be included in future budgets. Key areas will be pedestrianised and outward route flows segregated. Page 13.

COACH AND BUS EVENTS:

- Showbus. September 27, Woburn Abbey. Contact Ed Goodridge, 5 Benenden Green, New Arlesford, Hants.
- Buses Worldwide meeting. September 30, Fred Talant Hall, Drummond St, London NW1, 7 pm. Ian Johnston, 3 Cypress Drive, Fleet, Hants GU13 9HE.
- Scottish IRTE 92. October 2 & 3, Edinburgh Exhibition and Trade Centre, Inglinton. Tel: 0786 88415.
- Bus Network Design Course October 5 - 9, Chesterfield Hotel. Ann Burton, tel: 0527 893991.
- Mitcar. October 14 to 18, Paris-Le Bourget Exhibition Centre, France. Tel: 010 33 1 43 79 06 30.
- Basic Scheduling course. October 19 to 23, Chesterfield Hotel. Ann Burton, QV Associates. Tel: 0527 893991.
- Expocoach 92. October 21-23, International Exhibition Centre Donington Park. Tel: 0768 881838.
- The Accessible Transport Chain - a national conference. October 23, Birkbeck College, London WC1. Dr Elaine Smith 071 631 6685/6659.
- Omnibus Society Meeting. October 27, John Cattledge - passenger information. London Transport, 55 Broadway. Barry Lejeune 071 918 3295.



Plaxton is the main victim of Shearings cuts

No new Plaxtons for Shearings

SHEARINGS, the largest coach operator in the UK, will not be ordering any British-built coaches for the 1993 season.

The Wigan-based coach holiday specialist is understood to be slimming its fleet for a second successive year, with up to 90 vehicles being earmarked for disposal. Fleet numbers fell from 566 coaches in 1990 to 394 in 1991 as the company trimmed down (*Coach and Bus Week*, April 11).

Only 45 coaches, all Volvo B10Ms bodied by Van Hool of Belgium, will join the Shearings fleet in 1993.

Last year's order includ-

By Richard Simpson

ed dual-sourcing of chassis and body with the company taking an early batch of 35 new-generation Plaxton Premiers.

Their performance is understood to have been less than satisfactory, with water ingress being highlighted as a particular fault and the Plaxtons are largely confined to the UK legs of Shearings holidays.

Managing director of Shearings, John Slatcher, said: "There have been problems with the Plaxtons. Like any other newly-introduced vehicle there is a bed-

ding down period while initial production snags are ironed out.

"It is apparent that this process is not complete with Plaxton. However, we have every confidence that they will get the vehicle right, but this has not happened yet. We will continue to review the situation."

The reduction in Shearings' fleet size is in line with Mr Slatcher's philosophy of creating a leaner, fitter company. "We will not sacrifice profitability for an increase in market share, and we only go for volume when it is profitable to do so," he told *Coach and Bus Week* in April.

COACH AND BUS

Licence suspended

AFTER further prohibition notices following a suspended public hearing Francis Elkins, trading as Kingfisher Bus & Coach Co of Redditch, has had its O-licence and registered local services suspended amid claims of threats to witness.

West Midland traffic commissioner John Mervyn Pugh ordered an investigation of claims by Midland Red (West) that Kingfisher had operated more buses than authorised. (see Licensing & Legal on page 37). Meanwhile Mr Pugh sus-

pended the licence with immediate effect after Kingfisher vehicles attracted prohibitions.

Mr Pugh said: "The one factor that dominates everything I do is public safety."

A Midland Red (West) driver, and Stanley Pemberton, Mr Elkins former partner, claimed they had received veiled threats outside the court room. Mr Pugh said: "If there were threats, veiled or actual, or any repercussions from any decision I might make, the matter will be immediately handed over to the police."

COACH AND BUS

United ups DAB share

OPTARE parent United Bus, has increased its share in DAB Silkeborg to take a 70 per cent controlling interest in the Danish manufacturer.

When, in June 1990, 40 per cent of DAB's shares were taken over by United Bus, an agreement was concluded about an option on the rest of the shares.

United Bus retains its option on the 30 per cent of shares remaining in the hands of the two DAB directors, Erik Christensen and Orla Marsden. CBW

■ BUS

Workington reprieved by 200 Olympian order

THE biggest order for British double-deck buses so far this year has come from Singapore Bus Service, which has ordered 200 tri-axle Olympians with Alexander bodywork for delivery next year.

Chassis production will be at the former Leyland Bus factory at Workington, which was scheduled to close this year. But the order means the works will remain open until April 1993, although production of the

By Richard Simpson

two-axle Olympian chassis will transfer to Volvo's Irving, Scotland truck plant as planned by the end of the year.

The aluminium bodies will be built by Walter Alexander of Falkirk, and exported to Singapore in CKD form for assembly by the operator. A two-door design has been chosen with a two-step entrance and flat floor in the lower saloon,

which seats 40 and has room for 30 standees. There are 55 seats upstairs.

Singapore Bus Service has opted for the 250 bhp Cummins/ZF 4HP500 drive-line, and full air conditioning supplied by Nippon Denso.

The order confirms Volvo's position as the major supplier to Singapore Bus Service which, with a fleet of 2,600 vehicles, is one of the largest in the world. Volvo has already supplied 300



The Workington plant will not now close until 1993

B10Ms to Singapore Bus Service this year, but the Olympians are the first tri-axles for the operator.

Volvo Bus president Bjorn Larsson said: "We are absolutely delighted to have

won this order from Singapore Bus Service. It is a significant achievement to win such a large order when the market and the competition are as tough as they have ever been."



PVGH

"WHATEVER HAPPENED TO THE EMPIRE, DON?"
— "I DON'T KNOW, SANDY, BUT IT WOULD BE NICE IF IT HAPPENED HERE"

■ COACH AND BUS

Blue Bird 'serious about UK'

HOW seriously is US school bus maker Blue Bird taking its imminent excursion into the UK market? "Seriously enough to have spent a fortune on overtime to get the vehicle ready for the Ex-pocoach," according to US

marketing manager, Jim Sullivan.

Speaking in an exclusive interview with *Coach and Bus Week* in America, Mr Sullivan said his company was initially approached by Ratby-based dealer Alan

Wilson (PSV) for a modified school bus: Blue Bird is known in the USA for its archetypal, bonneted school bus, invariably painted yellow and with its riveted construction proudly showing.

However, Alan Wilson is now to import Blue Bird's latest product, the Q Bus (*Coach and Bus Week*, September 5). Although more European than its other vehicles, the Q Bus is still unmistakably American.

According to Mr Sullivan, instead of an enormous 295 cu ft of separated luggage space at the rear of the UK vehicle will be an emergency door. Doing away with the luggage space will allow around 45 seats to be fitted. All-up capacity will be 60.

Coach and Bus Week tried out the new bus in America last week. Noise levels were low thanks to the

well-enclosed rear engine, but the ride on parabolic metal springs, which are standard for the UK, was bumpy to say the least.

This was partly due to the uneven concrete slab construction of US interstate highways and improved on smooth tarmac. Tyre pressures were also unusually high on the test vehicle, but UK operators would be well advised to opt for the optional air suspension package available to them.

Doors on the US vehicle are narrow at 27in (688mm), but Mr Sullivan said Blue Bird was "looking at something around 31 inches (788mm)" for UK vehicles. Four steps lead up to a flat, but relatively high, floor. Trim for the UK is expected to be standard vinyl, ABS is standard and price is expected to be around £66,000.



The Blue Bird Q Bus

■ BUS

Spartan update

AMERICAN chassis builder Spartan, which displayed a basic low-cost chassis at last year's Kortrijk show, has an updated version ready for exhibition at RAI.

The new Mountain Master chassis will have a higher GVW than the previous design, and features full air suspension with Bilstein shock absorbers instead of the friction-free leaf springs normally used by Spartan. Designed for operation at 11 to 17 tonne GVW, the chassis will be powered by a Cummins C series engine driving an Allison MD3060 transmission. Some Spartans are already in service in Sweden, and the latest version has attracted a number of continental bodybuilders. **CBW**



BCC members should get quicker clearance

■ COACH

The big show

EXPOCOACH '92, run by Coach Industry Suppliers Association (CISA) member Expo Management, will be 50 per cent larger this year compared to the last show in 1990. A total of 110 exhibitors from makers of windscreen wipers to those of full-size coaches will be alongside ferry companies, hotel chains and insurance companies at the International Exhibition Centre, Donington Park, between October 21-23, 1992.

CISA has recently welcomed six new members: ICT - group holiday wholesalers; Municipal Mutual - the UK's largest direct dealing general insurance company; Mobile Brush Washers Ltd - suppliers of the ERTL mobile brush washer; Maunds McLeoads - independent insurance brokers; Minet Trans Risk Services - specialist risk management consultants; and PM Services, the UK's largest service provider to the petrol retailing industry.

An Expocoach charity raffle will support The Across Trust, ME Action, The Macmillan Nurses and Dreamflight. Prizes donated by CISA members include: a two-piece suit, with seven shirts and seven silk ties from Allen & Douglas; a camcorder from Autoglass; a computer system from Distinctive Systems; TV and video from Chapman Stevens and a five-day return ticket for a car and two passengers from P&O.

■ COACH

Customs and BCC unite to beat the drug smugglers

By Richard Simpson

its members to:

- Increase their co-operation with Customs to assist in detecting and preventing smuggling;
- Improve their own security measures;
- Prevent illegal access to vehicles and equipment;
- Allow access to commercial records and information.

In return, HM Customs is to:

- Handle and clear Bus & Coach

Council members coaches and their passengers' baggage promptly while maintaining adequate controls;

- Give advice on security measures and how to avoid use of vehicles for smuggling.

Bus & Coach Council president, Graham Smith, said: "I urge all fellow coach operator members to incorporate these guidelines in their own procedures and to make sure that all staff are thoroughly familiar with them. That means updating and retraining staff on a regular basis."

BUS & Coach council members have been given guidelines to help prevent their vehicles from being used to smuggle drugs from abroad. The organisation has signed a Memorandum of Understanding with HM Customs and Excise committing its members to follow agreed guidelines.

These encourage operators to improve their own security measures to prevent the use of their vehicles by smugglers.

The Bus & Coach Council Memorandum of Understanding encourages

■ COACH AND BUS

County Bus gets Golden Boy

COUNTY Bus of Harlow is to take over the bus operations of Golden Boy Coaches of Hoddesdon from early next month. Golden Boy is to concentrate on coaching activities.

The deal will see County Bus take over 10 single-deck Leylands and Bedfords, and their work, which is a mix of commercial and subsidised routes in east Hertfordshire and west

Essex. A mixture of rural and inter-urban routes are run, covering Hertford, Hoddesdon, Bishops Stortford and Harlow.

The buses are already based at County Bus depots in Harlow, Hoddesdon and Hertford, and will bring the County Bus fleet strength up to 210.

County Bus chairman Bob Howells

said that no firm arrangements had been made on staffing, but the majority of the drivers concerned would probably remain with Golden Boy.

Golden Boy chairman, Terry McIntyre, said: "The deal enables us to strengthen our traditional core business of high-quality tours, excursions and private hire, supported by works and school contracts."



Delaine of Bourne refusing to buy new

■ COACH AND BUS

Delaine turns to refurbishment

ONE of the country's oldest PSV operators has turned its back on new vehicle purchases because it claims that manufacturers have failed the industry by providing vehicles that are too expensive and too sophisticated.

Delaine of Bourne, Lincolnshire, has turned to refurbishment to stay competitive.

Anthony Delaine-Smith, a Delaine director, said: "Buying new is out of the question."

"British builders have not looked properly at the real requirements of the UK market. As a result Leyland Tigers and Leopards are like gold in a sea of executive highliners on the resale mar-

ket."

Within three years the whole Delaine fleet of five Atlanteans, 15 Tigers and a solitary Bedford will have gone through a thorough refurbishment programme geared to keeping the company up to scratch into the next century.

Managing director, Hugh Delaine-Smith explained: "I've seen the industry turn to refurbishment before. When operators either can't afford new vehicles, or manufacturers can't supply, it's inevitable."

- See pages 29-35 for Rod Davey's detailed look at refurbishment as a cost-effective means of protecting capital.

CBW

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- Better *manoeuvrability*

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- Better *safety*

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retarder and ABS option

- Better *for drivers*

Height and reach adjustable steering
wheel and pushbutton ZF automatic
transmission

- Better *for the environment*

Fuel efficient Cummins 6CT 8.3 litre
211 bhp turbocharged diesel engine with
low sound levels

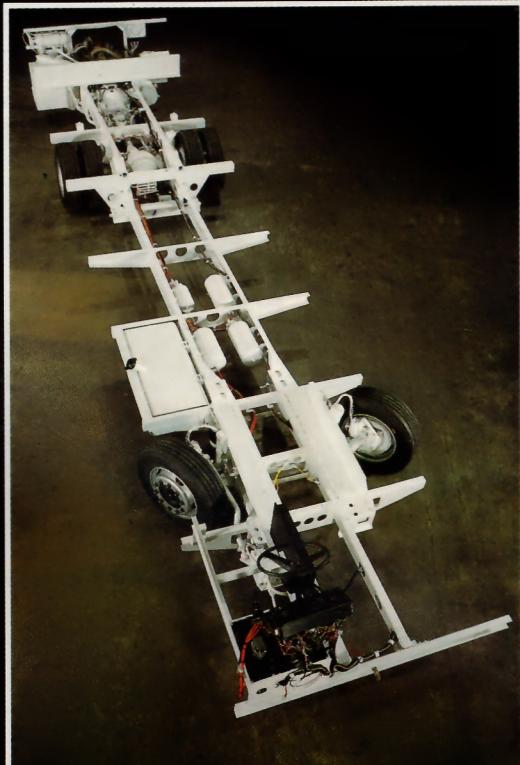
- Better *revenue*

Service points all to hand plus
straightforward design minimises
downtime, maximises usage

- Better *value*

High strength, durable chassis.
Mebon corrosion protection and high
quality componentry means long life
and low operating costs

Lance - points ahead



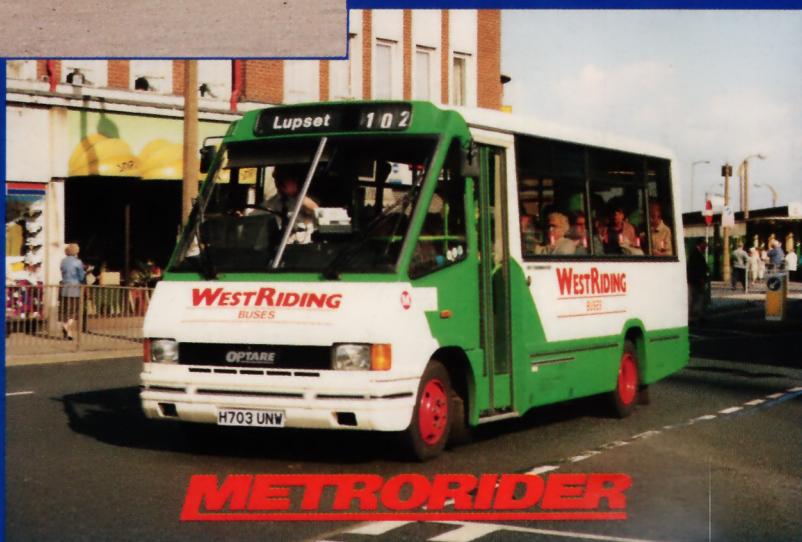
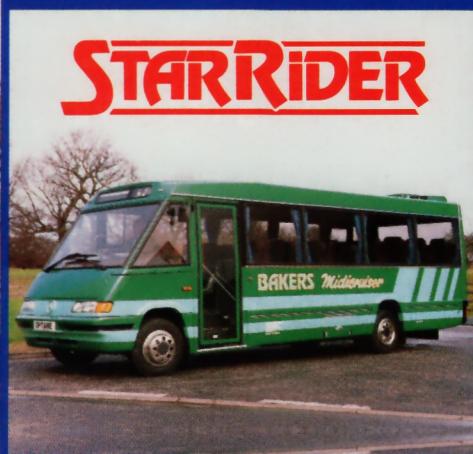
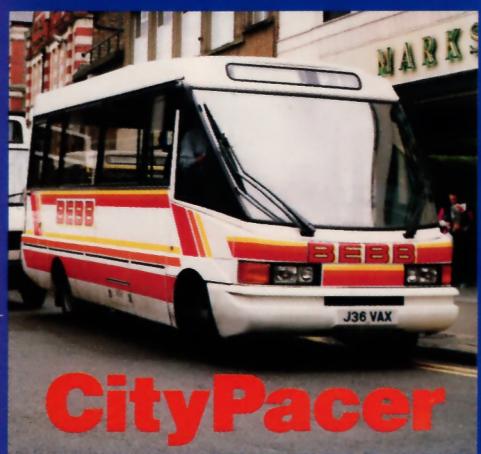
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■ BUS

Computerised bus system is a FACT

By Mike Morgan

AFTER three years development South Yorkshire Transport has launched its Fleet Activity Control Technology (FACT) computerised engineering record system on the open market. The system highlights every aspect of fleet maintenance costs by vehicle age and type, and provides information to predict the optimum vehicle replacement profile.

SYT associate director (engineering) Bernard Keane said: "We were looking for a system that gave us full in-house costings yet found commercial software either inappropriate or unsophisticated."

"With EDP of Sheffield and Wise Software of Stratford we developed a pure bus system which we have

now bought and refined. It is designed to tell us what it costs to run each bus in the fleet down to the last penny. "It has confirmed that a Dodge minibus costs nearly as much to run as a Dennis Dominator which in turn costs much more than our newer Volvo single deckers."

The SYT FACT system breaks down maintenance costs so that management can identify problem areas with vehicles, garages, staff or indeed individual routes. Mr Keane said: "The system is a tool which gives information and spotlights decisions to be made which have the potential to save money. With its report writer function everything you put in you can get out." Mr Keane claims FACT has saved £200,000 a year by keeping

track of previously unidentified warranty claims. This together with increased engineering efficiency resulting from the improved record keeping has cut £2 million off the SYT 800-vehicle engineering budget over three years.

A £3 million contract from London Buses to refurbish 220 Routemasters is the first commercial spin-off.

The work included replacing damaged body panels, completely rewiring electrical systems, improving and upgrading both interior and exterior lighting systems, upgrading existing heating systems - and full interior refurbishment including new trim for seats, new floor coverings and an



Mr Keane at the keyboard

interior repaint. Additional contracts were secured for the retrim of all seats within the buses, together with retrims for additional 60 buses.

"We believe the work has been won on the combined strengths of our management and workforce skills, our excellent Rotherham premises and our new computerised system which guarantees close project control," said Mr Keane.

"We will be continuing our search to win similar orders. Our efficiency levels certainly give us the capacity to compete in this market."

● Full details of FACT and its benefits to SYT will appear in a future issue of *Coach and Bus Week*.

Meanwhile operators requiring information, or a demonstration, should contact John Rands on 0860 921611 or contact SYT on 0742 561144.

■ BUS

Operators declare bus-only day a success

SOUTH Yorkshire's bus-only day (Coach and Bus Week, August 15) has been pronounced a resounding success by most bus operators and other organisations, after some companies reported up to a 10 per cent increase in passengers.

The only cautious comments came from department stores which detected little

change in trading and the police and independent Yorkshire Terrier, who felt that congestion last Wednesday was worse than normal.

Promoted initially by South Yorkshire Transport, the exercise was designed to encourage bus travel and ease traffic congestion throughout the county on one particular day.

Major operators such as Yorkshire Traction and SYT participated, although independent operators threatened by legal action from SYT did not.

SYT-Mainline claimed a five per cent increase in passengers, although receipts were down, as the company was operating a maximum fare of 50p.

Sheffield Omnibus, which did not participate in the promotion, detected an increase in receipts.

Bill Baldwin, managing director of Yorkshire Terrier, did not share the euphoria. "Ridership stayed the same and traffic was worse than on Tuesday. I think that people put off their car journeys on Tuesday thinking there would be less cars out on the next day," he said.

The Automobile Association claimed that the morning rush hour was noticeably quieter and traffic patterns were not as busy as on a normal Wednesday.

SYT managing director Peter Sephton is looking to make the campaign a national one next year. "We could ease Britain's traffic problems at a stroke if just 10 per cent of car users used public transport once a week," he said.



Fares down, passengers up

■ BUS

First casualty of route changes

MORE route changes from independent Sheffield Omnibus in the Sheffield area this week have included the first casualty of the Traffic Commissioner's ban on additional services.

Service 93 to Woodhouse which operated on a 20-minute frequency was withdrawn as operations from the Chesterfield depot were stepped up from 20 to 40 vehicles.

Commercial director Mike Armstrong said the 93 service was changed from using Haymarket as part of the deal to maintain bus movements through city centre streets at a static

number.

"We terminated at the Interchange as part of the re-organisation but, as soon as we had to omit the Haymarket stop, the service lost most of its passengers," he said.

Expansion, which takes the fleet up to nearly 80 vehicles, has included new services to Stocksbridge, Dronfield, Jordanshore and Batemoor as well as links through Meadowhall.

"We're doing our best to avoid proscribed streets but we are conscious of not serving the streets that passengers really want us to serve," Mr Armstrong said.

■ COACH

Direct sale move pays off

WINDSORIAN is reporting outstanding results for its excursions and short break programme, relaunched after a break of five years.

The firm's general manager, Gilbert Parsons, said

the decision to move back into direct-sale tourism has paid off, the collapse of Land Travel and other tour operations contributing to good business from holidaymakers in Windsor and Slough. **CBW**

■ AFTER six years operation by Kentish Bus and its predecessor, London Country South East, London Transport route 51 returned to London Buses subsidiary this month as a result of retendering. LBL's Leyland Titans follow on from where they left off in August 1986 but this time operated by London Central.

■ ROAD deaths fell 12 per cent in 1991 to 4,568. The Department of Transport report 'Road Accidents Great Britain 1991' shows reductions of seven per cent in light casualties and nine per cent in total casualties. The total cost of road accidents was £6.1 billion, £4.8 billion of which is attributed to personal injury accidents. The average cost of a fatal accident is £763,000.

■ BENDIX Heavy Vehicle Systems Europe has signed a formal £1 million contract with Iran Booster Co to manufacture Bendix products under licence for its domestic market. The contract comes in the run-up to the International Trade Fair in Tehran.

■ THE former Cynon Valley Transport, acquired by Western Travel shelf company Foray 368 Ltd, has applied to the South Wales Traffic Area for a Standard International O-Licence for 55 single-decks and five double-decks. WT's Red and White subsidiary was due to appear in a public inquiry this week.

■ TARMAC has got the £25.9 million contract for the six kilometre final section of the M3 near Winchester. The planning of the upgrade of the existing A33 bypass has taken 20 years and spans four public inquiries.

■ GREATER Manchester PTA is considering plans for a further rail link into Manchester Airport from the south. The northern rail link is already under construction. The new link will provide connections for Crewe and Birmingham. Funding is expected to come from Cheshire County Council and the airport company.

■ SHAWS Coaches of Craghead has been renamed Venture Transport Company and is being run by its new owners Go-Ahead Northern. It will continue to trade from the Craghead depot.

■ BUS

Defence of KHCT starts

By Andrew Jarosz

KINGSTON Upon Hull City Transport's response to commercial attacks on its local services by East Yorkshire (Coach and Bus Week, August 15), starts next week with a number of service extensions beyond traditional terminals into EYMS territory.

Coupled with a series of infrastructure economy measures and fare changes, the defence of the KHCT network will cost "next to nothing" according to traffic and operations manager Roy Mitchell.

Mr Mitchell said trade union co-operation had led to the speeding up of services, with some route exten-

sions, such as the one to Cottingham only costing the price of additional diesel.

"In total, the whole exercise is costing KHCT five extra vehicles and five drivers. The buses have come out of reserve, ten of the drivers are summer reliefs who have been kept on and five are seasonal coach drivers who are staying on the buses," Mr Mitchell said.

KHCT is simplifying its fare scales by rounding them up to 10p units between 40p and 80p. The minimum fare of 26p is raised, but maximum fares are down by 30p.

A competitive day return ticket will be available for £1 after 9.30 am, and the 50p



The Hull and District name has been revived by EYMS

flat fare after 10 am will remain.

Cottingham Road depot will close this weekend, following the disbandment of the Citilink fleet, and the Lombard Street central depot is being sold to Kingston Communications, the municipal telephone company, in a city council inspired move which will leave KHCT paying rent and maintenance costs for the premises.

"When you consider how

much it must be costing East Yorkshire to mount its attack, we've done the whole thing very cheaply. The trade unions and workforce have been extremely cooperative in getting things moving," Mr Mitchell said.

• East Yorkshire has revived the Hull & District fleetname on a small dedicated school bus fleet, although it claims that the fleet is not to be used on competitive local services at present.

■ BUS

EYMS buys Optare Spectra

EAST Yorkshire Motor Services has become the first northern operator to purchase the new Optare Spectra, with the company specifying a host of additional extras to enable the vehicle to be evaluated as a contender for the EYMS new vehicle programme.

Joint managing director Peter Shipp said the company had ordered the design more or less off the drawing board.

"As a progressive company, and one which is determined to renew its fleet, we felt it vital to try this bus, which is at the forefront of modern bus designs."

EYMS's Spectra, which will operate in Hull on local services, is fitted with a five-speed ZF gearbox, electronically-controlled destination blinds, Lazzerini seating and kneeling suspension which have pushed up the vehicle's price to nearly £120,000.

"The standard model is more or less the same price as an ordinary double-deck, but we decided to spend extra money to make this bus a little more special," Mr Shipp said.

EYMS is planning substantial new vehicle orders for 1993 and expects the Spectra to be a major contender for orders in 1994 and beyond.

■ OBITUARY

Roy Briers dies but Reliant will carry on

ROY Briers, the well known and popular owner of Ibstock-based Reliant Coaches, died last Friday following a short illness. He leaves a widow, Winnie, and a daughter, Julie.

Instead of floral tributes the family expressed the wish that a trust fund be set up to channel contributions

to Cancer Research. Donations should be sent to the fund administered by long-time friend Harry Beardsmore, a director of Salvador Caetano (UK) Ltd, at Mill Lane, Heather, Leicestershire LE6 1QE.

Mr Briers started operating in 1963 from premises in Ibstock with five AECs from



EYMS' Spectra price topped £120,000

his former employer, Browns Blue.

During the sixties and seventies he acquired other operators including John Wright of Measham; Deacon Hardy (Lilac Coaches) of Barlestow; Brotherhoods of Heather; Buttons of Anstey and Cheshire Coaches of Ibstock.

Reliant Coaches moved to its existing premises in the late seventies and currently operates 12 coaches.

Salvador Caetano subsequently bought part of the site and moved from Northampton.

Mrs Briers will continue to operate the business in its present form. **CBW**

■ COACH AND BUS

Commissioners concerned

BRITAIN'S traffic commissioners are worried that economic pressures caused by the recession and increasing competition are forcing operators to run older coaches and buses without the resources to maintain them.

The commissioners are also worried about the number of PCV licensed drivers who are being convicted of alcohol-related offences while driving private cars - jeopardising their vocational driving entitlement.

Roadside inspection of vehicles was at an all-time high, at 20,859. There was a significant rise in the number of prohibi-

By Richard Simpson

tions issued for vehicles that were immediately dangerous. The number of drivers hours prosecutions more than doubled even though tachograph checks on PSV drivers fell by 12 per cent, according to the *Annual Reports of the Traffic Commissioners*.

But, the rise in offences may be due to better targeting of potential offenders. North eastern commissioner, Fred Whalley reported that the VI's staff have concentrated their efforts on events and locations which "have the poten-

tial for attracting significant numbers of illegal operators including the Metro Centre at Gateshead, the Meadowhall Shopping Centre at Sheffield, the Yorkshire Show and the many race-tracks in the region."

In Scotland, traffic commissioner Keith Waterworth said the competitive situation was such that some operators had "operated on the very edge of the law," when it came to following service registrations. Vehicle prohibitions were "unacceptably high."

Michael Turner, traffic commissioner for the Metropolitan and south east area, was concerned that the

cuts made by big operators in their in-house service facilities were having a knock-on effect on smaller operators, who were finding it difficult to get skilled help in servicing their vehicles and becoming increasingly reliant on mobile fitters.

Nationwide, there was a four per cent increase in the number of licensed bus operators and a 10 per cent increase in registered bus services in the year ending March 31, 1992.

The Annual Reports of the Traffic Commissioners for 1991-1992 are available from the Department of Transport Publications Sales Unit, price £4.20.

DoT considering future of testing within the VI

THE Vehicle Inspectorate's testing function faces an uncertain future after a review considering future options for the organisation.

On a visit to the VI in Bristol, transport secretary, John MacGregor, said the Department of Transport was considering whether to retain testing within the VI as an agency of the DoT, contract testing out, or introduce an MOT-style scheme for the private garage testing of HGV and PCVs.

The VI's responsibilities for enforcing the roadworthi-

ness of vehicles on Britain's roads should not change.

Mr MacGregor said: "Under all the options the standard of vehicle testing will be maintained and where possible improved. The Government will continue to set fees for tests, with regards to the needs of the road transport industry. We do not think the VI's enforcement functions - which include powers of entry to operators premises and the banning of unsafe vehicles - are appropriate for privatisation."

■ COACH AND BUS

Decision time over Maastricht

IT'S time to make your decision over Maastricht - and decide whether you would like to join *Coach and Bus Week* on the TAS Study Tour to Germany and the Dutch RAI exhibition.

The three-day event from October 28 to 30 will be visiting guided busways in both Germany and Belgium, trolley-bus and duobus operations, seeing examples of bus priority, and looking

at new bus information systems. The icing on the cake is a visit to RAI Bus and Coach exhibition at Maastricht.

The price of £295 includes coach transport, ferries, full board in Duisberg and Maastricht and single, en suite rooms. There are a limited number of places still available from Lynda Simmonds, tel: 0772 204988.

■ COACH AND BUS



Master is nine inches wider

A wider Renault midi is Jubilee's Master stroke

MINIBUS specialist, Jubilee of West Bromwich, has launched a radical conversion of a Renault Master. The body has been widened by nine inches to accommodate 18 passengers plus courier in high-back coach seats.

Sales director Mike Holland said: "It's our first new product and I think it's the first ever wide-body Master."

"We've had a lot of demand for a vehicle that combines the virtues of Leyland DAF and Renault so we've taken a Master van, increased its width, including the rear axle, and fitted

two plus two seating with a 14-inch centre gangway."

Given a new name, Maxi-Bus, the coach comes complete with sliding power door, full PSV spec and automatic electric step.

Mr Holland says a new Maxi costs £20,000, though a converted used vehicle comes cheaper.

The first Maxi-Bus was quickly snapped up by Ministerly Motors of Shrewsbury, but it will be on public display at this week's Community Transport Show being held at the Norbreck Castle Hotel, Blackpool.

■ HAYES town centre is being pedestrianised, and CentreWest buses being driven out of Station Road, despite the protests of the Paddington-based bus company: "The best option would have been to make this section 'buses only' ... and would have encouraged more people to use this environmentally friendly form of transport," said CentreWest planning manager Michael Steward.

■ NORWICH'S southern bypass linking the A47 at Eas-ton to Postwick has been opened by transport secretary John MacGregor. The 14-mile link will handle 25,000 vehicles a day, helping feed traffic around the city and avoiding the west-east ring road route to Yarmouth and the Broads.

■ WHITE Horse Ferries, which runs the Gravesend - Tilbury ferry, has put in a bid for London's Riverbus. The commercial service has been maintained by a grant of £150,000 by the administrators of Canary Wharf and a consortium of businesses and local authorities led by the London Docklands Development Corporation, since the demise of Olympia & York. However, the White Horse bid has yet to be accepted and the future of the Riverbus after September is uncertain.

■ A TYPESETTING error resulted in some figures in the SMMT registration table for August (Coach and Bus Week, September 12) becoming transposed. Volvo in fact registered 62 vehicles in August 1991 and 53 in August 1992. A total of 163 units were registered in August 1991 and 184 in August 1992.

■ OVER 8,000 visitors turned up for Yorkshire Traction's 90 year birthday celebrations at its Barnsley depot. Attractions included a vintage vehicle parade and a fun fair. More than 1,000 people queued for the chance to drive a Yorkshire Traction bus. Proceeds from the event will be donated to Barnsley Mencap.

■ VAN HOOL has launched a low-floor version of the EOS on mainland Europe. The EOS 90 shares the same VAN HOOL styling as the 200, but is 3.44 metres high. Maximum seating capacity is 57.

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■ BUS

Proposals to be put to Liverpudlians

MULTI-million pound proposals to rejuvenate bus facilities in central Liverpool will be put to the public later this year following the approval of a new 'Strategy for Bus Travel' by the Merseyside Passenger Transport Authority.

Proposals include the upgrading of the present Central Bus Station at Cable Street and a comprehensive set of traffic management proposals which will allow the construction of new ter-

minal facilities on the site of the Roe Street/ Hood Street gyratory.

Facilities will be designed to allow the pedestrianisation of key areas, and outbound route flows will be segregated on a geographical basis, within defined principal traffic corridors.

Funding for preparatory work during 1992/93 comes from Liverpool's City Challenge programme and further capital expenditure

By Andrew Jarosz

will be included in future bids.

Refurbishment and redevelopment of the Cable Street area has already been agreed by the Merseyside Development Corporation and the city council, and will form the first phase of implementing the framework.

At present, the Roe Street/Hood Street gyratory

accommodates over 250 buses and 4000 passengers per hour.

Closure of the streets to private traffic will enable the construction of bus stands and passenger facilities which are currently minimal and located on the kerbside.

The remodelling will be linked to a greater redevelopment of the Queens Square area in the city and the construction of a new circular passenger facilities

building.

The strategy is seen by Merseytravel as an integrated package of proposals arising in part from the need to resolve the serious safety, operational and environmental problems in the gyratory.

Following the public consultation exercise, final plans are expected for submission in December with the appointment of design consultants scheduled for January 1993.

■ BUS

GMB's wheelchair initiative welcomed

TWO new double deckers with wheelchair lifts were launched by GM Buses in Oldham last week on a regular commercial service between Stalybridge, Oldham and Shaw.

The Northern Counties bodied Volvo D10M double deckers were delivered earlier this year and were originally tested on services in the Wigan area.

Both buses are fully equipped to Greater Manchester PTE tendered service specification and have seating capacity reduced to accommodate wheelchairs.

GMB has become the first company in the country to operate the vehicles as a commer-

cial venture and they will be available from Mondays to Fridays on the seven day a week service.

Buses will operate with an attendant between 8.45 am and 6.45 pm on the hourly service. Service at other times is not advertised as being wheelchair accessible.

GMPTE director of Planning Bill Tyson praised GMB for the move.

"The new buses are an important step in the expansion of services catering for people with mobility difficulties and the PTE welcomes this initiative from a commercial company.



GMB's wheelchair-accessible bus

■ BUS

Three new Optares for LCT

LANCASTER City Transport's first new buses since deregulation entered service last week with the promise that the company was on an expansion trail.

LCT chairman Councillor Stuart Mews received three new 31-seat Optare

MetroRiders and said the new purchases were a sign of the company's financial soundness.

"We have great plans for the future, we know there's a market out there and we're going out to get it," he said.

The Morecambe to

Leeds service has now been extended to Wakefield and Doncaster, with one of the three buses fitted with dual purpose seating being earmarked for the route.

Managing director Thomas Knowles explained that the company had set up an in-house advertising department, and the two buses in overall advertising colours were the result of successful negotiations with local advertisers.

"We feel it's advantageous for companies of our size to employ our own people, and we are in a position to offer advice to other companies," he said.



Lancs first new buses since de-reg

■ BUS

Chester City park-and-ride contract gain

CHESTER City Transport has gained one and retained the other park-and-ride contract in the city under an intriguing new arrangement where the city council takes over a commercial service next month.

At present, the Sealand Road service is operated by independent Loftys on contract to the city council, but the Boughton Heath service, used for Coach and Bus Week road tests, is operated commercially by CCT.

The council now intends to charge 55p for parking at Boughton Heath and offer the bus service as part of the package.

About seven operators

bids for the three-year contract on a cost basis, and were asked to specify modern vehicles. CCT is planning to dedicate four B-reg Dennis Dominators which will carry a promotional livery for the two services.

CCT traffic manager John Lee said no fares would be taken on the services, and the council would pay for the operation out of parking charges.

"It's an unusual instance of a commercial service being put out to tender, but it brings the council's integrated thinking into line and puts the onus on them to improve parking facilities," he said.

CBW

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■ BUS

LBL looking at gas powered vehicles

By Mark Barton

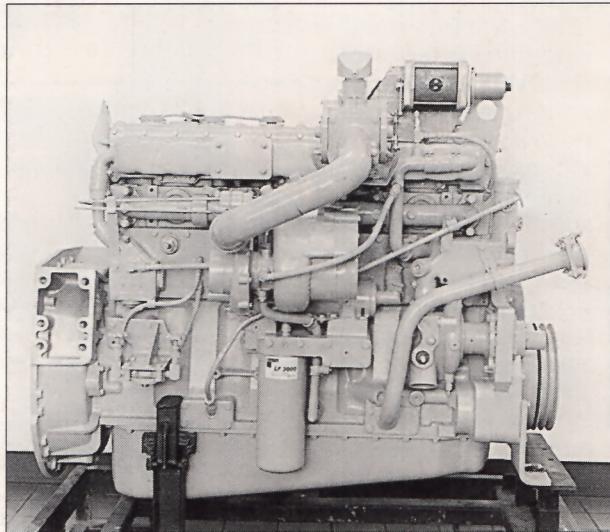
As vehicle emissions move up the political and social agenda, London Buses is to study Canadian experience of gas powered buses.

London Buses' vehicle engineer Barry Gore is to visit Ontario with Cummins to see how the city of Toronto's fleet of 60 compressed natural gas (CNG) powered vehicles has performed. A Cummins CNG L10 powered bus trial in London could follow next year.

The move follows Cummins' announcement that its CNG L10 SI engine has been certified by the California Air Resources Board (CARB).

It is the first natural gas engine to receive the approval of CARB, which sets some of the toughest emission standards in the world.

As well as meeting the 1994 CARB standards, the lean burn CNG L10 also falls within Euro 1 and Euro 2 standards and the equivalent US Environmental Protection Agency (EPA) standards.



The CNG L10 SI engine

The CNG L10 is also some 4 dB(a) quieter than its diesel equivalent. Running costs depend on the cost of the fuel, which varies from country to country, but the 240 bhp engine is returning 2.5 to 3.5 mpg in service. Oil consumption is normally equal to or better than diesel engines.

As a rule of thumb, top end maintenance of the CNG engine is more costly than diesel - spark plugs have to be changed every six months, for example - but slightly

less bottom end maintenance is required. Overall reliability is comparable with diesel engines.

Canadian bus builders OBI and Flexible have taken different approaches to storing fuel on buses. OBI fits four tanks on to the roof of its Orion city bus. Flexible fits six tanks underneath its vehicle - an arrangement felt to be less safe in accidents.

Both methods give a range of about 400 miles in service and both more than double the weight of the

equivalent full tank of diesel - 1,790 lbs compared with 685 lbs, according to Cummins.

The CNG engine itself is more than twice as expensive as its diesel equivalent. In North America, this typically adds \$35,000 - \$50,000 on to an average £200,000 bus.

But the most significant extra cost to the operator is buying and installing the infrastructure necessary to support CNG powered buses. For example, a slow filling fuel station, which will fill a CNG bus in eight hours, costs £250,000. A fast filling station costs £1 million, but will fill a bus in four minutes.

Toronto spent around \$4 million on infrastructure to support its 60 CNG buses. However, Cummins is confident the city will order further CNG buses next year.

- Cummins is also developing a CNG powered version of its B Series engine range, the standard fitment in Optare's MetroRider. It is believed to be six to eight months away from public viewing. Power rating of the turbocharged CNG B Series will be 195 bhp at 2,800 rpm.

■ BUS

Pollution warning

EXHAUST fumes from some city buses will be with us for years to come, warned Brennon Knight, director of Sheffield-based Yorkshire Terrier, after he and one of his drivers were acquitted by Sheffield magistrates of permitting an L-registration Leyland National to emit black smoke.

For the prosecution, PC Paul Booth alleged the bus had expelled black smoke from its exhaust for one and a half miles restricting visibility of following and oncoming motorists.

Mr Knight told the court it was impossible for the vehicle to have emitted smoke at the time.

"There is a design fault on the buses and you only get black smoke when the accelerator is first depressed following idling, but it then disappears. This bus was a good example of its breed."

He told the court the bus engine had been replaced only months earlier and that all buses of the type with most operators have similar behavioural characteristics.

Mr Knight said his company was embarking on a £4.5 million programme of re-engining half the fleet and replacing the remainder with new vehicles. **CBW**

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Travellers buy Setra luxury

MOVING further upmarket and capturing the premium-priced corporate market is a bold move, which involves huge capital outlay and high risk.

But Tony Grayson, managing director of Travellers, didn't have to think too hard before ordering the first UK Setra with a factory-fitted, luxury-spec interior. The phone inquiries he'd had for this type of vehicle indicated that he'd have little trouble keeping it in work.

He had to wait eight months and find £185,000 to get the vehicle from Kässbohrer but it's been worthwhile, he says: "I had expected to write off costs in the first six months but it

By Mark Williams



New swing-out video monitors

rests which can be cleaned with a wipe from a damp cloth. As you would expect, they are recliners but are of a body-hug design on a par with top executive cars. The seating layout includes five tables - four in the mid-section and another in the rear saloon, accessed through an archway. The non-table seats will be equipped with fold-away tables.

The vehicle includes a very neat centre servery to Kässbohrer's own design which comes with microwave and swing-out filter coffee maker. The whole thing packs away into a tiny space in the centre door well. Its only drawback is that this prevents access to the toilet, but the bonus is that it frees up space for two

more seats.

The electronic equipment fitted to the coach would shame the average living room. There are two video systems. The front system uses a large, centre monitor over the centre aisle, then two further monitors which can be swung out from the luggage rack. The rear system, in the rear lounge, has a single monitor. These are frequently used by business customers for corporate video presentations. There are also two Blaupunkt stereo systems.

The coach can be equipped with anything up to four mobile phones - Travellers charges only for the calls made - and be loaded with food and drink when requested.

"I decided against a kitchen for the simple reason that I don't think my customers really want to eat a three-course meal on a coach. It's no problem to book them into a restaurant en route and, speaking for myself, that makes the meal more enjoyable," said Mr Grayson.

Surprisingly, this ultimate vehicle is only single-glazed. With the air conditioning, there were worries that it might not pass the tilt test double-glazed. Fortunately, it's the air conditioning which removes moisture from the air and ensures the windows never steam up.

The driver gets as com-



The rear lounge is curtained off from the rest

fortable a ride as the passengers. An air-sprung Recaro seat and a plethora of equipment sees to that. This coach comes with TrafficMaster route finder as standard... a novel piece of equipment which Travellers expects to have on all its vehicles within the next 18 months or so.

TrafficMaster monitors the M25 system and its approaches every three min-

utes, giving warnings of traffic build-up which appear on an LCD screen. A warning bleep sounds every time there is new information, and the driver can 'zoom' in on the area to get detail. It has already paid off for one Travellers driver, who, a few days ago got a traffic jam warning, exited the M25 and reached Heathrow in plenty of time for his clients' flight. Two coaches which had been in front of him were 45 minutes late.

TrafficMaster also allows the traffic manager to contact the driver with written details - changes of itinerary, late pick-ups, or even personal messages - which appear on screen, again accompanied by a bleep. When the system is extended

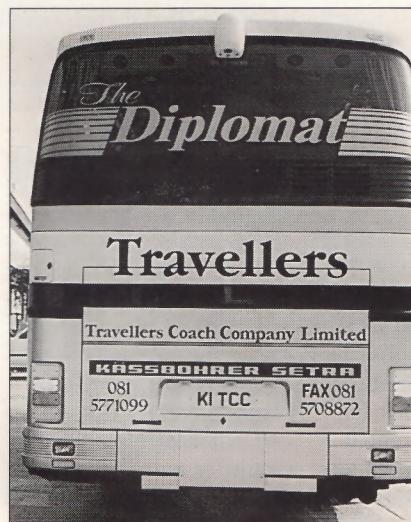
to all major motorways as is planned, Tony Grayson reckons it will be a godsend.

Another item of driver's electronic gadgetry is the rear-view video camera. The blind spot behind a coach might produce not only an expensive repair, but could end in a squashed suitcase or, much worse, a squashed child. And every operator knows what a big insurance claim does to your premium.

The hire rates which Travellers is getting for this vehicle vary enormously, depending on mileage and other factors. Tony Grayson is so far getting between £375 and £800 per day, and aiming at around £500 a day. Few corporate clients who have seen it do not make a booking and, as awareness of this type of vehicle increases, so will the amount of work available.

"I realise that this coach isn't the ultimate vehicle," said Tony Grayson. "There are a few in the UK which can match it or even better it. But we're working on something very special..."

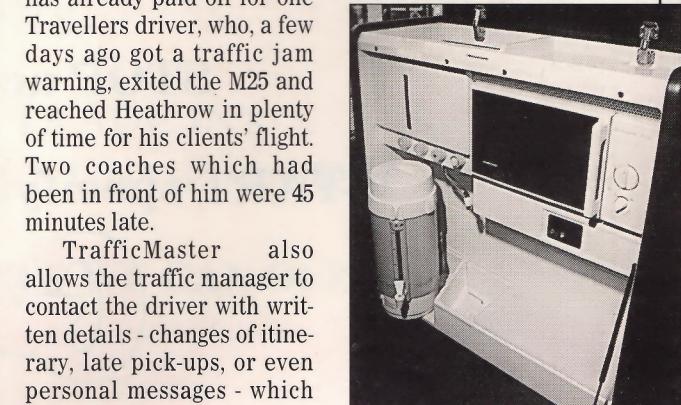
CBW



The Diplomat's rear sports a reversing camera

utes, giving warnings of traffic build-up which appear on an LCD screen. A warning bleep sounds every time there is new information, and the driver can 'zoom' in on the area to get detail. It has already paid off for one Travellers driver, who, a few days ago got a traffic jam warning, exited the M25 and reached Heathrow in plenty of time for his clients' flight. Two coaches which had been in front of him were 45 minutes late.

TrafficMaster also allows the traffic manager to contact the driver with written details - changes of itinerary, late pick-ups, or even personal messages - which appear on screen, again accompanied by a bleep. When the system is extended



The stowaway servery

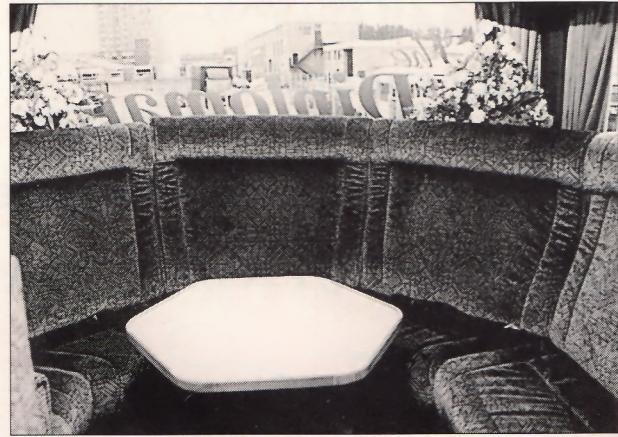
The M25 at a glance

looks like we might even make a profit," he told *Coach and Bus Week*. "The orders are rolling in already."

The S215HD is pretty standard stuff on the outside. Other than air-conditioning - absolutely essential for Japanese and American clients - and a slightly unusual rear, the first glance you might have mistaken it for any of the 14 Travellers Setras.

Inside the 'Diplomat', it is obvious why Travellers had to wait so long for its vehicle. The standard, and amount, of equipment in this 36 seater puts it in the premier league of coaching.

The seats themselves are unusual, finished in burgundy and forest green velveteen, with leather head-



Rear lounge is seat belted



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How BCC membership keeps coaches running

IF, over the years I have been writing this column, I have occasionally made constructive criticism of some of the doings, or non-doings, of the Bus & Coach Council, that has been no more than an attempt to influence the thoughts and minds of those responsible for that organisation. I have never, ever doubted, or questioned, the value that its members get for their membership subscription.

None of us is perfect, and I am no better or worse than most in my past conduct. When a driver rang in and said something like: "I'm just letting you know that the wipers aren't working so that you don't schedule it out first thing in the morning. Don't worry though, I'll get it back today," my past response has been, "Thanks for ringing, go carefully." I am sure that I am far from alone in admit-

ting that many such conversations have taken place following failures of the odd light bulb, the operation of direction indicators or brake lights, the mechanism of power doors, the discharge of a fire extinguisher in assisting a smouldering lorry, and, most often of all, the smashed mirror. Finish the job, but carefully, and then repair it before it goes out again; has been the accepted practice of many of us when things not fundamental to safety have failed on the road.

The increased powers, and possibly frequency, of prohibitions of the use of a vehicle arising from a spot check, together with the clearance thereof requiring a full annual test being booked at, and conducted in, a test station - and the paying of a full test fee, has totally altered my attitude to the in-service failure of items which

could result in immediate or delayed prohibition.

Through the Mutual Aid scheme of the Bus & Coach Council it should be possible to get these sort of repairs done by fellow operators, thus reducing the cost, inconvenience and risk of putting the O licence in jeopardy. I am therefore firmly of the view that the likelihood of more prohibitions arising from spot checks makes BCC better value than ever before for its members. It has also enabled me to change my attitude, and indeed, my instruction to drivers. The new approach is: If it fails, get it fixed locally - no matter how minor, no matter how trivial, and no matter the immediate inconvenience. For a prohibition is a prohibition, no matter how minor the fault. No prohibition is a trivial matter and the inconvenience resulting from picking one

up on the road is far greater than any possible inconvenience caused by getting a fellow operator to effect a local repair.

As far as I am aware, there is no comparable service obtainable from any other national organisation that can match BCC's Mutual Aid. The prohibitory powers arising from the Road Traffic Act 1991 must certainly give BCC members an advantage over non-members with this ability to get near instant repairs done on a nationwide basis.

It would be even better still if it was known to work so well that the display of the BCC windscreens sticker made it less likely that members' coaches would even be delayed for spot checks. It therefore behoves us all to not only seek local remedies for minor faults, but to also be prepared to grant assistance to others needing it.

PSV legal rulings must be clarified

TWO recent court rulings of the Queen's Bench Division will be of interest to the industry. In *Rout v Swallow Hotels Ltd* it was held that courtesy coaches provided by hotels were a part of the hotel business and that there was a 'hire and reward' element for the transport included in a payment made for a room or a meal. It therefore followed that courtesy coaches were Public Service Vehicles as defined by the Public Passenger Vehicles Act 1981, Section One.

Whether this will result in some of this work now being offered to operators, or hotels seeking restricted PSV licences, remains to be seen. Although many operators would prefer not to agree

with me, I actually believe that this sort of application is the proper use of the powers to grant restricted licences: where they are used to provide an apparently, if not legally, 'free' service by a concern whose main business is not that of carrying passengers.

But to permit shift workers, corner-shop keepers, publicans, and scores of others to run part-time PSV businesses on a clear hire and reward basis, yet without meeting the more stringent licensing requirements of the full time PSV operator, just because they have another principal occupation, is an unfair, anti-competitive nonsense.

Furthermore, it is a potentially lethal mis-application of the restricted licence. The

legislation should surely be amended to make a distinction between a 'free' bus run as an adjunct to the business of running a hotel, and the greengrocer who runs a coach as a sideline which is potential profit source in its own right.

Unless some clever lawyer is able to distinguish this decision from the operation of buses used by employers to transport employees to work, or by private education establishments to get pupils to and from schools, all of those sorts of operations too would seem to be within scope of this judgment.

For the same effective 'hire and reward' consideration can surely be said to be present within the wages, or school fees, present in these two examples.

Removing lingering doubts

THE other legal decision of interest is *R v Rochdale Metropolitan Borough, ex parte Schemet*. It was held to be unlawful for the education authority not to pay the cost of home to school travel for pupils who were eligible for free school transport under the provisions of the Education Act 1944 but the nearest school, which was also the parental choice, was outside the boundary of the education authority.

The authority was prepared to pay the costs for the children to travel further, as long as they attended a school within their area. In declaring this policy on cross-boundary travel illegal, the court found that the amendments effected to Section 55 (4) of the Education Act 1944 by the Education Reform Act 1988 made it clear that an education authority was not to discriminate in favour of schools it maintained itself as against schools that were grant maintained or maintained by other education authorities.

'This may remove any lingering doubts regarding the duty of education authorities to provide free school transport to pupils who are eligible under the Education Act, but who attend 'opted out' schools.'



Mind the step - this is not a low floor bus

Smart livery but not a contender

VISITORS to the 'Smart Bus' demonstration in Liverpool's city centre (*Coach and Bus Week*, September 19), were staggered to find that the local major operator, Merseybus, has provided a distinctive vehicle to operate a shuttle service between the site and a demonstration point for other passenger service initiatives.

Turned out in the latest coach livery of the 'Sightseers' subsidiary, it was not however a contender for the low floor contract, being one of the ubiquitous Dennis Lancets whose only redeeming DiPTAC approved feature was a rear number box which was blanked out.

As visitors soon found out, the

Dennis was probably the most user unfriendly bus in the city centre that day, with an entrance and step configuration which defied all but the very able bodied.

Why Merseybus, which in the past had the opportunity of keeping some of the unusual low floor Quest buses, and more recently operated CVE Omnis, could not provide a more modern and suitable vehicle was never explained.

But Merseytravel, which organised the demonstration was extremely worried that the travelling public would select the Dennis on the grounds that it was the only bus of British manufacture and the only one with an entrance on the nearside of the bus.

Bus spotters witness industrial espionage

LIVERPOOL filled with bus spotters, enthralled by the arrival of four revolutionary low floor buses.

But among the normal (if that's the right word) collection of anorak-clad spectators were more than a few smartly-dressed chaps with cameras and tape measures.

The public stood by in amazement as blatant industrial espionage took place in front of their eyes, with representatives from companies without a low floor bus of their own pushed past Mersey-

travel officials in an attempt to get photographs and measurements.

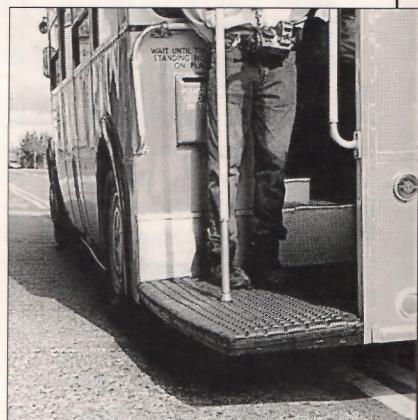
Those manufacturers with vehicles present felt as though they had been set up, as their competitors' men even appeared at engineering and emissions tests, which were carried out away from the gaze of the general public.

Perhaps bus manufacturers launching new vehicles in the future will take a leaf from the book of the car industry, and test their prototypes with disguised bodywork.

How low can you go?

As a footnote to news of advances in low floor bus technology by British and European manufacturers our columnist - a born cynic if ever there was one - took his tape measure when in search of some bus designs of yesteryear.

While the super-accessible bus of tomorrow offers an entrance step of 320 mm, our intrepid researcher discovered that the platform on Luton & District's 1937 Leyland Titan stepped in at a massive 390 mm. However another triumph of pre-war engineering, the venerable AEC RT, is down to 330 mm.



AEC's ace RT

Admittedly that is without suspension knee, and we are not suggesting that you can get a wheelchair much further than the bus stop, but it does question the degree of euphoria generated by so called low-step heights.

High flyers... but this is ridiculous

WITH coach prices having crashed through the £100,000 barrier, the next crucial threshold becomes £150,000, then £200,000, then... But news of the first £300,000 Leyland DAF van certainly gives rise to the frightening prospect of spiralling inflation going out of control.

The most expensive Leyland DAF ever, is no ordinary van. It is a fast response satellite vehicle which will shortly be winging its way to a German television news agency.

Previously much larger vehicles were needed to carry such equipment, but CPS Communications of Aston, Birmingham, has designed and manufactured the equipment in such a way that all the necessary equipment can be carried in the 400 series.

But the 400 as a satellite... surely not. Certainly it will be taking-off when lifted around the world in a cargo plane to follow major news stories, but outer space?

Never!

Coach operators are all ears

THE vicious rumour that Mickey Mouse has got a coach operator watch was strongly denied by this suspicious mob, caught by the telling eye of the photographer on their way back from EuroDisney.

These luminaries of the coaching profession are, of course, all serious businessmen and women, taking their job so much to heart that they are getting a client's-eye view of the resort by donning Minnie Mouse strap-on ears and singing themes from Mary Poppins.

Essential research work for the thrusting coach manager.

Needless to say, there is one among them who has formed her own splinter group, namely Margaret "Clint" Palmer (centre, wearing two stetsons) who opted for two choruses of Home on the Range (Wakefield in her case) and then gunned down the competition.

And yes, we are taking the Mickey...

• Incidentally, could EuroDisney tell us whether Camp Davy Crockett is the Queen of the Wild Frontier?



"Didn't we have a lovely time the day we went to Disney..."

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Overall it has to be Everall!

For nearly 60 years, Don Everall of Wolverhampton has had a close working relationship with the coach and bus industry.

As far back as the mid 1930's, Don Everall Tours were running a fleet of charabanc tours taking local people to all the popular holiday resorts. This coaching tradition continued into the early 1970's when the fleet of 50 plus vehicles was sold. The company with its expertise and massive product knowledge moved into the maintenance and repair side of the coach and bus industry.

Today its modern workshops and facilities ensure that the coach and bus operator is at last able to enjoy the level of service that the HGV operator has enjoyed over the past years.



An early advertisement for Don Everall Tours.

► ONE STOP SHOP

Mike Plant, Manager of the P.S.V. parts department, has over 30 years experience within the motor trade. "We at Don Everall aim to be a 'ONE STOP SHOP' for everything to keep the operator on the road," explained Mike, "we hold in stock important items such as Windscreens and side windows, Lamps and lenses, Chemicals and toilets, Fridges, Coffee makers and bodyparts to name but a few." Mike is backed up by his team including David Jones, parts supervisor, who has over 15 years experience (especially on Van Hool products). David oversees the efficient running of the stores complex which has £300,000 of stock held at any one time. Also, Tracy Sears who is Mike's parts person and systems administrator.



Mike Plant, left, and Terry Matthews, right.



The modern workshops have extensive facilities to cater for all requirements.

► ORIGINAL AGENT

Don Everall are the original and oldest FORD-VAN HOOL agent in the United Kingdom. This long association goes back to the 1960's when they imported the first FORD-VAN HOOL coaches into the United Kingdom. This association has made Don Everall probably the most experienced Van Hool parts agent in the U.K.

► LEADING EDGE

"We are also agents for all the leading named products within the industry," states Mike, "such names as PLAXTON, DUPLE, VAN HOOL, BRADTECH, P.S.V. WYERS, to name just a few. This combined with our vast IVECO FORD experience ensures that we have brought to the coaching industry the standard of service that the Truck operator has enjoyed for the last 20 years."

► DELIVERING THE GOODS

To ensure that the parts reach their destination, two vans with experienced representative drivers deliver parts throughout mainland U.K. "We also provide special twice weekly deliveries in areas that find it nearly impossible to get parts locally," explained Mike, "we provide this service to Mid and South Wales, Hereford and Gloucester to ensure that all our customers have the minimum down time on repairs."

Thousands of parts are held at the stores not only for new and modern coaches but also for old coaches and buses which may still be in commercial use.

► TOP QUALITY

Given the current economic outlook all of the team at Don Everall are committed to working even harder to give the customers an even better service than ever before. They will continue to offer top quality products from all the leading manufacturers at unbeatable prices.

Don Everall's aim is to be a ONE STOP SHOP so for your parts requirements contact their HOTLINE on 0902 351904.

► REPAIRS & RESPRAYS

Terry Matthews is the P.S.V. & Commercial Body Shop Manager and has been with the Don Everall group for over 33 years.

His team of 20 long serving highly skilled technical staff are responsible for every facet of coach and P.S.V. repair work. "We cover every discipline," explained Terry, "from minor to major repairs, resprays, livery painting, glass and windscreens replacement, electrical...in fact you name it...we do it!"



The modern workshop complex is big enough to cater for every coach and double decker on the road. The only exception is the massive 60ft Alligator Jumbulance by Van Hool (see above). Because of the technical complexity of this coach and the absolute necessity for 100% road worthiness at all times, only Don Everall has been awarded this prestigious contract to maintain these vehicles.

► THE FINAL FINISH

There are two enormous paint booths situated on site, each with the capability of holding the largest double decker or HGV with ease. Don Everall was one of the first to be accredited by ICI Fleetwatch and has in house both ICI P383 one pack and ICI PC488 two pack mixing machinery, ensuring excellent colour availability for both repair work and fleet re-livery programmes.



► EMERGENCY SERVICES

To ensure that operators are able to replace parts quickly, Don Everall operate a 24 HOUR EMERGENCY SERVICE for both screen replacement and parts 7 days a week, 365 days a year.

So the formula is simple whether it be parts, accessories, glass, windscreens, repairs, resprays... consult the biggest independent supplier in the United Kingdom.

► BS 5750

Don Everall are justifiably proud to have obtained the National Inspection Council Quality Assurance Certificate and is registered to produce goods & to provide services in accordance with BS 5750 : PART 2 : ISO 9002 : EN 29002 : 1987 Certificate No. SO163.



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1987 (D) SCANIA K112 PLAXTON 3500. Telma retarder, 51 seats, centre toilet, video system, water boiler, double glazed with curtains, steps and cont. door.

1987 (D) LEYLAND TIGER 260 DUPLEX 340. 48 recliners, rear sunken toilet, boiler, fridge, video, cont. 'door.

1986 (C) DAF SB2300 DHS PLAXTON PARAMOUNT 3200. 49 recliners, sunken toilet, single glazed.

1986 (C) VOLVO B10M CAETANO ALGARVE, 49/53 seats, centre toilet, TV and video, courier seat, blinds.

1985 (C) DAF MB 230 LAG GALAXY. High floor, 49/53 demountable, sunken rear toilet, TV & video, boiler, bunk, double glazed, Webasto, carpets & curtains, retrimmed throughout in brown. Finished in white.

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Sisters, but are they twins?

From John Hodgkins

SIR,

Last week I received a telephone call from a Liverpool operator who was anxious to purchase some of our 1981 ex-Merseybus Atlanteans so that he could comply with Merseyside PTE's new 15-year age limit for buses on tendered services.

Unfortunately we were unable to oblige, as all five of our Atlanteans are in regular daily use here.

It was no surprise therefore to read your article describing the sale of nine similar vehicles by Merseybus to their low-cost subsidiary Merseyrider for use on their subsidised routes (*Coach and Bus Week*, September 12). It might be a good idea for Merseyrider to check the registration documents of those buses, however, because if they have bought the vehicle pictured in their article, they are not the only ones. AFY192X was one of the eight Atlanteans purchased by our predecessors G & G

Coaches in August 1989 and is currently fleet number 122 in my fleet.

I knew that Merseybus were still running sister vehicles, but I didn't know there was a twin sister about!

John Hodgkins
Managing director
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The editor is always pleased to receive letters for publication in *Coach And Bus Week* and will, if requested, publish these anonymously. But please attach your name and address for our own information.

Over 200 buses to exhibit at Rally

From Dr Martin Isles

SIR,

Well over 200 buses are entered for the 1992 Showbus Rally at Woburn Abbey on September 27.

Star attractions include a Neoplan N4014 low floor Citybus entered by Leeside Buses in conjunction with HTM (from the Hague) and Neoplan.

Optare Spectra are represented by Optare's demonstrator, road tested in (*Coach and Bus Week*, September 12,) and the first production bus for London.

Wright's first full size single-deck, which has just been delivered to Yorkshire Traction on a Scania chassis, is also being exhibited.

Operators' vehicles new to

Showbus this year include two from far afield, Cleveland Transport and Strathclyde Buses. The latter is showing one of the Ikarus bus bodied DAFs on loan following the disastrous fire at Larkfield depot earlier this year. It will be in Strathclyde livery.

Plenty of interesting older vehicles complement the modern entries and late entries are still

welcome - even on the day.

Contact the organisers on 0296 29310

Dr Martin Isles
Rally organiser

More time needed for awards entries

From Chris Charles

SIR,

I was very pleased to see *Coach and Bus Week* and Telma doing their bit to bring the good safety record of the industry to a wider public with the Safety Awards, and I am currently preparing my entry.

But one or two aspects of the competition cause me a little concern.

First, the closing date of October 9 does not give those of us who are working almost flat out just to cope with the day-to-day running of our businesses much time to get our entries together.

Secondly, we want to encourage a number of our staff to enter the driver's section, but the layout of the form as published with the two categories in one is confusing to say the least. Would it be possi-

ble to reprint the entry form for the drivers competition alone in a format which we could photocopy and distribute to our staff?

Chris Charles
Lanes

● You will be pleased to know that we have taken your comments on board. The deadline for entries is being reviewed so that hard-pressed

operators can rest assured that they won't be penalised. We are the first to realise that management priorities must lie elsewhere and we underestimated the time required to collate the necessary information.

Copies of drivers entry forms are available on request from *Coach and Bus Week*. Entries are welcome from operators both large and small.

Ed.

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• Safe operator award

1. Fill in the form giving your company name and address.
2. Write down the average number of vehicles operated in each year back from 1992 as far as you like up to 1973.
3. Declare the number of accidents involving a third party in each year.
4. Sign the form.

• Safe driver award

1. For each driver who agrees to enter - complete the form with their name and accident record.

Use this page for your entry, or photocopy it if you prefer, then post or fax to the Coach and Bus Week office.

The rewards are there for the taking.

If you want further information, full details are on page 22 of the September 12 issue of Coach and Bus Week.
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COACH AND BUS WEEK TELMA SAFETY AWARDS 1992

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Job Title

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Which of the following does your company operate? (please tick)

Local service

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SAFE OPERATOR ENTRY

Year	Vehicles	Accidents	Year	Vehicles	Accidents
1992	1982
1991	1981	.....	.....
1990	1980	.....	.....
1989	1979	.....	.....
1988	1978	.....	.....
1987	1977	.....	.....
1986	1976	.....	.....
1985	1975	.....	.....
1984	1974	.....	.....
1983	1973	.....	.....
TOTAL.	TOTAL.	.....	.....

OPERATOR SCORE (for office use only, calculated by the judges)

Total number of vehicle/years divided by total number of accident/years.....

Name of vehicle insurance company or underwriters

Signed..... Date.....

SAFE DRIVER ENTRY

Name of drivers

Years without a third party accident

.....

.....

(only an unbroken record of consecutive years up to the date of entry will count)

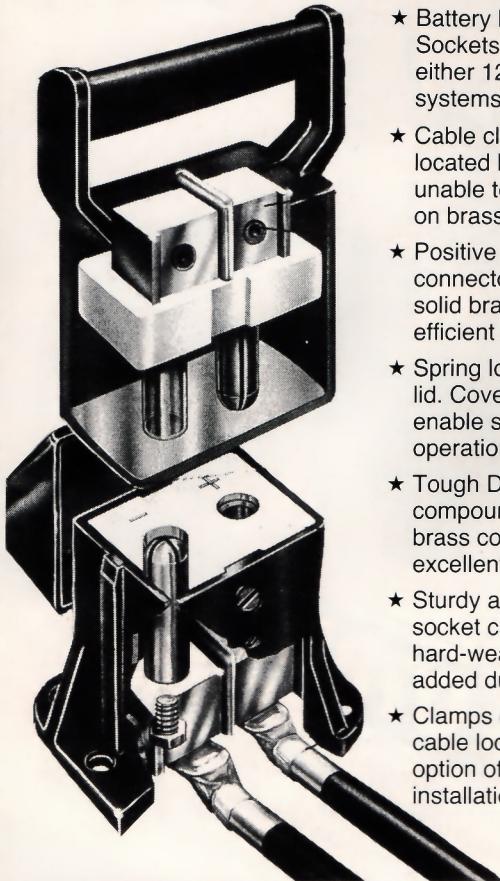
(Please use a separate sheet for additional drivers)

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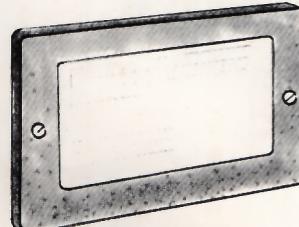
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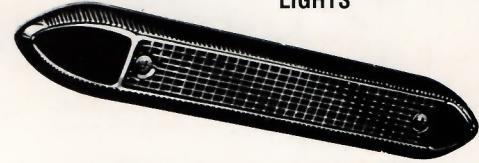
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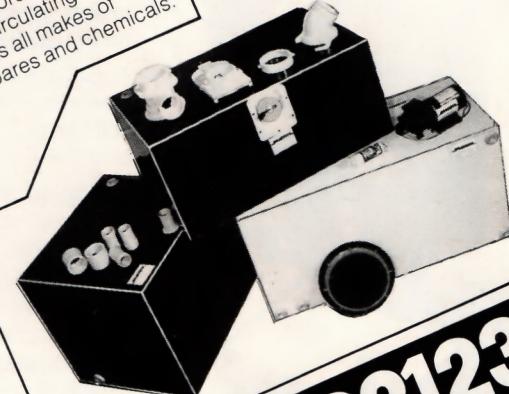
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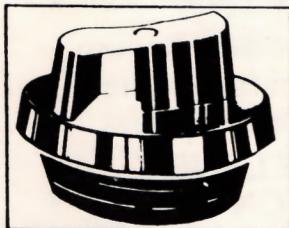
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Buying new is out the question for Delaine Coaches, which aims to keep its current vehicles up to scratch

Refurbish and stay competitive

VEHICLE refurbishment can be as partial or as extensive as the operator's requirements - ranging from a simple re-trim, through new engines, gearboxes and differentials, to a whole new body on chassis. But it pays to consider how far to go very carefully before embarking on a specific programme.

One of the main reasons for going for refurbs is to make existing capital investment work harder and for a longer period. In the past it has often meant coach operators 'upspecing' standard touring coaches for executive work. But these days it is more likely to be trading worn-out trim for hard-wearing laminates - to create the dual-purpose bus/coach animal which has inexplicably become such a rarity, just at a time when the need is so great. If the right vehicle is chosen for the exercise, it can mean re-sale values actually rise.

Delaine

Anthony Delaine-Smith, a director of Bourne-based Delaine Coaches of Bourne, has very definite views on refurbishment. "Buying new is out of the question, because you aren't sufficiently competitive if all your capital is tied up with fleet purchase," he said. As well as seven double-deckers, Delaine has a solid single-deck fleet of Leyland Tigers, apart from one Bedford/Duple Laser. Most of its work is bus, but two vehicles are used on coach work.

"Our refurbishment programme involves stripping the exterior down to the body

An extremely competitive market makes refurbishment a cost-effective option, says Rod Davey

frame, replacing tubing where required, grinding down and applying Hammerite," said Mr Delaine-Smith. "We then repanel everything after painting the inside panels with Hammerite, which, along with re-moquetteing the seats, is intended to take our fleet into the next century. Our current policy is not to buy nor sell, but to keep our existing fleet up to scratch."

Part of the reason for Delaine's aggressive refurbishment policy is the lack of suitable dual-purpose vehicles from the UK bus and coach market. "British builders have not looked properly at the real requirements of the UK market," added Mr Delaine-Smith.

"As a result Leyland Tigers and Leopards are like gold in a sea of executive highliners on the resale market. Other operators are phoning up offering four times the book values. It is a strange old world when that happens. Before deregulation we placed a regular annual order for Duples - deregulation has meant the industry is using more vehicles, but vehicles which are much older."

Although Delaine normally carries out its refurbishment programme in house, its

immediate requirements have meant that Yeates Bus & Coach of Loughborough is doing the work on the third 62-seater single-deck bus in an order for five. The company's two coaches went to Yeates earlier in the year. Nevertheless, its own workshops are busy, currently rebuilding nine ex-London Country Leyland Tigers, all nine years old. All are to the Duple Dominant IV Scottish design, with smaller windscreens and a destination dome flush with the vehicle roof, which is better for spares. The in-house programme costs on average the same per vehicle as the bought-in services from Yeates, at about £7,000 per vehicle according to Mr Delaine-Smith.

"All the double-deck fleet were completed three years ago, virtually taken to pieces and built up again," he added. "Over the years our vehicles have been fitted with new engines, gearboxes and differentials - so much so that hardly anything is original equipment. We believe that a vehicle which is looked after lasts longer than running them into the ground and buying new."

London Buses

London Buses Ltd has undertaken the biggest and most extensive refurbishment to date - a £10 million investment involving engineering upgrading as well as brand new interiors for nearly 500 open-platform, crew-operated Routemasters. The company, quite rightly, sees these 28-year-old vehicles of early fifties design as an 'enduring symbol of London', so tourism as well as company capital assumes equal importance for running ➤

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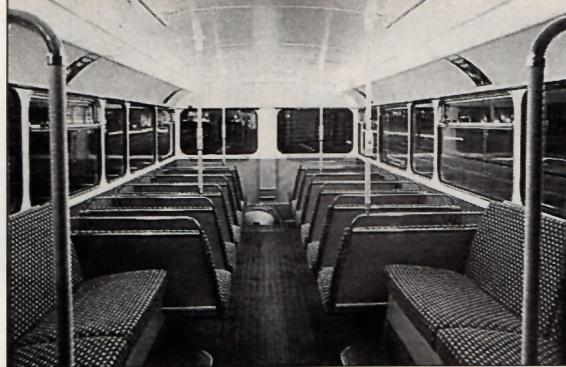
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them into the next century. On the more down-to-earth engineering level, spare parts were proving difficult to find.

Market surveys showed LBL that Londoners wanted a new bus interior rather than a simple re-trim - so it gave them a heaven-sent opportunity to introduce DiPTAC specifications with more bell pushes, brighter handrails, new heating, lighting - and safer step and platform nosings. The Routemasters also feature a strikingly new red/blue/grey seat fabric and grey marble effect seat backs - and on the outside new headlights, brighter destination blind lights, a dent-proof flexible front roof made of fibre shield for the leafy London suburbs, and a new bright red re-paint.

Major engineering upgrading includes the replacement of the B frame, which carries the rear axle, replacement of obsolete Clayton brake accumulators with Lockheed units, installation of Bendix air systems - and all this after £3 million spent replacing the original AEC engines with environmentally sweet Iveco and Cummins diesel units. Old aluminium wiring is being replaced with modern copper cabling, CAV 551 gear control panels with starter interlocks installed, low coolant warnings and obsolete gearbox pressure switches are being replaced with new Succo units - along with new speedometers, wipers and wiper motors, and new battery boost sockets and isolating switches on the platform.



Londoners wanted new interiors

"Everyone loves the famous red bus," said LBL's operations and marketing director Norman Cohen. "But 28 years of hard work on London's roads are beginning to take their toll. Our market research would certainly indicate that the new interior features should be popular and should make travelling more pleasant."

Allander Coaches

Allander Coaches of Milngavie, Strathclyde, with a fleet of four buses and 12 coaches, has rebodied no less than 12 of its chassis over the past 11 years. "We refurbish purely on a cost basis, and restrict refurbs only to air-suspended chassis," said general manager James Wilson. "One very good reason for going for refurbs rather than buying new is that refurbs are totally allowable against tax."

For its 1993 season Van Hool is rebodying three of Allander's 1989 Volvo B10M Ikarus coaches. For local service work the company

has semi-automatic Leyland Leopard, automatic Leyland Tiger and manual B10Ms - which are earmarked at the moment for rebodying as buses by East Lancs. However, before vehicles go out for rebodystyle, they are refurbished in-house in Allander's workshops.

"We give the brakes a good once-over, fit stainless steel exhausts and new tyres - and engines and gearboxes are checked and worked on where necessary," said Mr Wilson. "Chassis are de-greased, steam cleaned and sprayed. The refurbishment includes new floors and seats, because it is false economy if you don't do the lot."

The company is particularly proud of two vehicles rebodied to Strathclyde PTE DiPTAC specification for the Balloch and Dumbarton areas. One is a 1984 prototype Leyland chassis which actually started life in Singapore, and has now been rebodied with a 54-seat Plaxton Derwent body. The other is an ex-Western Scottish Volvo B10M with Telma retarder, which has been rebodied with an East Lancs EL2000 51-seat body.

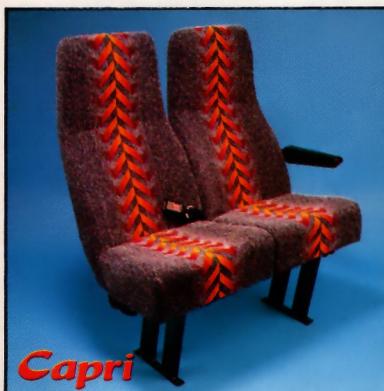
Skills

Although Skills of Nottingham became known as an operator using 'horses for courses' with its 'battle bus' strategy, it is now upgrading much of its fleet by buying new. Nevertheless, general manager Terry Slater has a wealth of experience regarding refurbishment and has a few words of advice. "It's

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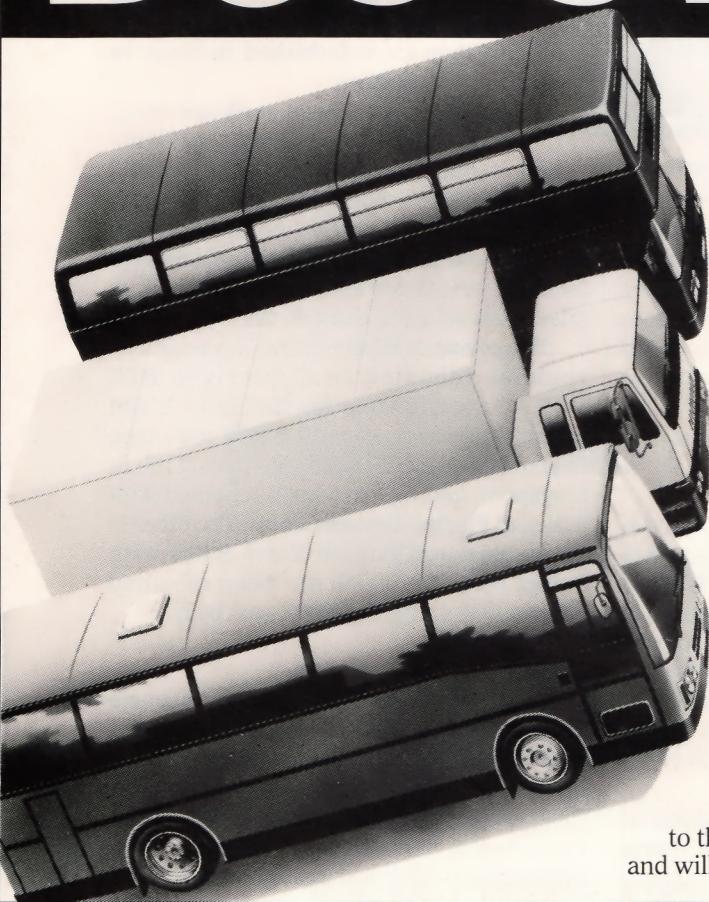
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wise to go for known names such as Plaxton rather than foreign bodies - and Volvo rather than Ford," he said.

"This is necessary to make the refurb worthwhile regarding future resale values. Ours is very much a fashion-conscious industry and sticking to Plaxton/Volvo combinations keeps the fleet attractive for selling later. We've sold off many of our original refurbs, 'battle buses' used on school contracts, and we've got the money back, and more, on what we originally invested in the vehicles."

One vehicle still in the fleet is a 16-year-old Volvo/Plaxton. "It's a good example because it was a classic refurbishment exercise," he said.



Allander has rebodied 12 vehicles in 11 years

There was a partial repainting job, respray, new floor and new seats where required, otherwise refurbished. When starting with, say, a 10-year-old executive 43-seater, it's a sensible move to knock out the toilet and get the machine passed for 53 seats.

"But whatever is done is largely down to the operator's objectives," he added. "Many have different views and would go in for up-

spec-ing the fleet. However, for our purposes it has suited us to run refurbished vehicles on short and medium-distance UK work. At the moment, our regular supplier for retrim, who gives a good price, is so busy we are having to wait for a lull to get the best deals."

Whatever new vehicle suppliers, selling vehicles in a highly depressed UK market, feel about it, it would seem that the mores of deregulation and privatisation have made refurbishment a necessity. Operational conditions mean the market, in the last analysis, decides. Vehicle refurbishment will be providing a cost-effective option for expensive capital equipment for many years to come.

REFURBISHMENT - A LOOK AT WHO DOES WHAT

East Lancashire Coachbuilders

AST Lancashire Coachbuilders after trading for over 60 years is coming out of the recession re-cycling buses as a subsidiary of the Drawlane Group.

It has revived and restyled the Leyland National bus, fundamentally a sound vehicle but found wanting in a number of key areas. These have been changed or reworked to create the National Greenway, a vehicle which is both reliable and cheap to operate. Complexity has been minimised, making

routine maintenance as easy as possible and extending vehicle life by at least 10 years.

The new EL2000 body is also available for mounting on Leyland Leopard and Tiger chassis, as well as the Volvo B58 and B10M. The rebuilding instantly gives a new look for old, with a long life from top quality aluminium body framing.

Contact East Lancashire Coachbuilders on 0254 57061.

Bulwark Transport Engineering

BULWARK Transport Engineering Ltd was previously the erstwhile National Welsh's central repair workshops - and it has embarked on an aggressive campaign to market itself as an extensive body refurbishment facility.

The company also runs a comprehensive programme for remanufactured and reconditioned major components such as engines, gearboxes and axles - giving the hard-pressed operator the opportunity to save considerable sums on the replacement of such units.

It is conveniently located close to the M4 and M5 interchange, just across the Severn Bridge. "We always knew we had the facilities demanded by the industry - it was just a matter of communicating our message in an attractive way," said managing director John Gibson. In support of this the company has launched a major advertising campaign with the slogan "Bus Stopped? Come to BTE with all the skills to keep your commercial vehicles on the road."

Contact Bulwark Transport Engineering Ltd on 0291 622326.

Transmatic Europe

TO transform lighting on Routemasters and match the image of its new bus fleets, London Buses Limited specified the Transmatic interior lighting system, which covers the old lamps and cove panels - neatly displaying passenger information and on-bus advertising.

Transmatic claims the reliability and efficiency of its lights compared to conventional fluorescents led to its fitment in the

Routemaster destination boxes.

Similar kits are available for all types of vehicles. The company also supplied a moulded bumper panel to protect the aluminium front domes. The flexible 'Fibershield' material is colour impregnated throughout to mask scratches from overhanging trees.

Contact Transmatic Europe Ltd on 0952 608383.

Shades Technics

SHADES Technics of Hertford not only has products suitable for vehicle refurbishment and executive upgrades for coaches - but can also organise fitting, whether for original equipment or retrofitment. The company's products have been designed to be stylish, practical, durable and

easy to install. Its product range includes toilet cubicles, hot and cold water systems, serveries, fridges, audio and visual equipment, coffee machines, storage units, tables, lamps and much more.

Contact Shades Technics on 0992 501683.

Bus Engineering Ltd

FROM its modern 120,000 sq ft factory in north London, Bus Engineering Ltd carries out work involving reconditioned engines, axles, gearboxes and other units for both buses and coaches.

As well as refurbishing all items on the chassis and carrying out interior retrim, it has an electrical and electronic department for refurbishment of electrical units and ticket machines. Work is carried out on its new site with its dedicated bus workshop including 20 bays for bus servicing and refurbishment. On site stores hold 60,000 lines for bus and coach servicing, refurbishment and DiPTAC conversion - and its spray booth takes double-deck buses for either single or two-pack paints.

Contact Bus Engineering Ltd on 081 969 1616.

TBP Holdings

BIRMINGHAM based TBP Holdings is refurbishing 220 Routemasters as well as overhauling and renewing 500 rear suspension unit B frames for London Buses Ltd.

Additionally the company will be supplying 220 complete sets of seats for the order and 266 sets of seat parts for the other major contractors involved in the LBL programme, which will run for two years. TBP manufactures triaxle minibuses for the PSV and welfare markets - and is a supplier involved in all aspects of engineering concerned with the road, rail and escalator markets.

It recently completed the refurbishment of 580 railcars for London Underground's Northern Line.

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MTL Engineering

BUS refinishers MTL Engineering of Liverpool has launched a range of specific improvement options designed to give older vehicles a new lease of life - by tackling the problems of corrosion, enhancing appearance and improving passenger comfort. As well as tailoring work to specific requirements, MTL offers a range of standard refurbishment options. Its basic package, 'The Citizen', costs £5,950. It has the simple objective of keeping the vehicle on the road, and in revenue, by replacing corroded body parts and flooring, bringing the interior up to DiPTAC specifications and repainting

the bus to a high standard. Its top of the range option, 'The Premier', costs £16,750 - and is intended as a direct challenge to the need to consider rebodying, bringing both the vehicle structure and vehicle fittings into line with those of a completely new bus.

Sales manager John Ross said: "But with the average age of vehicles within fleets growing steadily older, we believe that replacement strategies will increasingly incorporate an element of planned renovation and refurbishment."

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British Furtex

BRITISH Furtex Fabrics of Luddendenfoot in West Yorkshire works hard to ensure its fabric designs and colours are up to date and are precisely what the market requires. With this aim in mind the company continuously talks to seating suppliers and operators about upholstery fabric design. As well as offering a popular range from stock, the company also supplies custom-made services for specific designs down to surprisingly small minimum order quantities.

Contact British Furtex Fabrics Ltd on 0422 882161.

■ MANCHESTER-based Griptone manufactures electrical vehicle accessories and is supplying parts for the LBL Routemaster contracts. Products include battery booster sockets, battery booster plugs and electrical 'bus stopping' signs to DiPTAC spec. Also available are end outline marker lights, side markers, and locker lights, and a step light

Contact Griptone Ltd on 0942 886500.

■ DB COMMERCIALS offers a wide range of services from engine repairs, servicing and major accident repairs. The company claims a rapid turn round on all work and rapid sourcing of second-hand obsolete parts. Estimates are given at operators' premises to save excessive downtime - or alternatively at its depot, which is just three minutes from Junction 10 of the M11.

DB Commercials are on 0831 500159.

■ BUS BITS AND MORE offers a range of modern products to help the operator get the most from his refurbished vehicle. Examples include fluorescent lighting, engine monitoring and shutdown systems and contactless microswitches.

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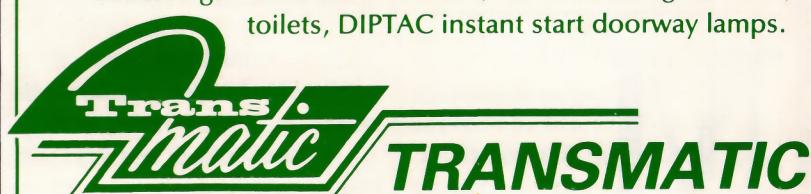
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B & D Richards loses licence... again

THE licence held by Bryan Richards, trading as B & D Richards, of Cimla Common, Neath, has been revoked for the second time by the South Wales traffic commissioner John Mervyn Pugh.

DoT examiners had no confidence in Mr Richards' ability to keep his vehicles in a fit condition

Following the previous revocation, Mr Richards was granted a fresh licence for a six-month "probationary period" last November.

Evidence was given by DoT vehicle examiners that prohibition notices and defect notices had been imposed on nearly every vehicle inspected over a period of months, and that they had no con-

fidence in Mr Richards' ability to keep his vehicles in a fit condition.

Vehicle examiner Clive Gill said that three coaches had been given prohibition and defect notices since Mr Richards had received a final warning. On July 10 three more vehicles were presented for inspection and all had defects. "Many of the defects one would have thought that the drivers would pick up. I have got no confidence in him, absolutely none," he said.

Mr Richards said he had spent £24,000 on maintenance over the last seven months and had employed a new fitter who was able to "put the buses back on the road." He had sacked the last fitter, who had not taken any notice of the drivers. He had now got a fitter who would get the fleet back into shape and he was quite willing to have the vehicles inspected

every month. If he lost his licence, it would make a lot of people unemployed.

Revoking the licence, and indicating that he would not consider any application for a fresh licence for a period of a year, Mr Mervyn Pugh said that he was saddened but he was left with no alternative.

Bryan Richards said that if he lost his licence it would make a lot of people unemployed

He said: "I helped you and have been criticised for not revoking you earlier. But we have come to the end of the road. Regrettably you have been unable to get your house in order.

"Once you have MoTs you think your vehicles are fine. I can do nothing but gauge you on the past. I've been trying to get a glint

YOUR WEEKLY REPORT ON LAW AND THE COACH AND BUS OPERATOR BY MICHAEL JEWELL

of hope but it's a tragedy you have brought upon yourself."

In November, the traffic commissioner had warned Mr Richards that if any of his company's vehicles attracted a prohibition notice in the future nothing could prevent him from revoking the licence.

Promises made by Mr Richards at that time to send inspection sheets to the traffic area office each week had not been kept.

Mr Mervyn Pugh said that he was sure that people loved Mr Richards for his laid back approach but it was no good for business.

He said he told Mr Richards when he granted him a fresh licence, it was his last chance.



Thandi granted new licence for 30 vehicles

MIBBO Singh Thandi's Handsworth, Birmingham based Transol Ltd was successful in a bid to increase the authorisation on its licence from eight to 30 vehicles when it appeared at a Birmingham public inquiry before West Midland traffic commissioner John Mervyn Pugh.

Mr Thandi said he had found the maintenance system recommended when the company was granted a licence earlier this year to be wonderful, and using that system he could cope with the increased number of vehicles being sought.

The company had picked up one prohibition notice in a roadside check. A new spring had been put on a coach and the police had thought that a leaf had broken.

The prohibition notice had not been marked neglect, as far as he knew.

Mr Mervyn Pugh said Transol's licence was not due to expire until 1997 and the DoT Vehicle Inspectorate had expressed concern about such a large increase. Mr Thandi had done his best over the last year to put everything in order and he was well aware of what had gone wrong in the past.

Though it was Mr Thandi's fault vehicles had not been maintained properly, he understood why he did not have the money. Mr Thandi had said that he could trust him, and had done nothing since to disprove that statement. However, this was a tremendous increase.

Mr Thandi said the actual operation would be about 20 vehicles but he needed spare vehicles in case of breakdowns. One of the Vehicle Inspectorate's concerns

had been the parking arrangements. As a consequence, the company had negotiated the lease of a large adjacent site, which meant that the workshop and yard were now next to one another.

Granting the application, Mr Mervyn Pugh said that he had put his faith in Mr Thandi once before and he was going to do so again. He thought that Mr Thandi deserved it, but he must keep up the recommended system of maintenance.

Nothing would be more disappointing now that Mr Thandi was a major operator after all the problems he had had, if something should go wrong again.

The traffic commissioner said: "All credit to you that you listened to the advice given. You have got your increase."

Reduction

THE authorisation on the licence held by Wednesbury based Baldev Singh Hayre has been cut from two single deckers to one, and West Midland traffic commissioner Mr John Mervyn Pugh has directed that it expire at the end of the year.

Earlier he had suspended the licence, which was only granted in January, while Mr Hayre's vehicles were put through a further MoT test. That suspension was continued at a further hearing after both vehicles had failed.

When the hearing was resumed in Birmingham, Mr Hayre said one vehicle had now passed a MoT test.

Mr Mervyn Pugh said Mr Hayre would have the chance to apply for the authorisation of a second vehicle when the licence fell due for renewal at the end of the year.

He said he would need to be satisfied about maintenance arrangements.



Elkins' case adjourned

CONSIDERATION of possible disciplinary action against Redditch based Francis Elkins, trading as Kingfisher Bus & Coach, was adjourned for the second time after it was alleged Midland Red staff had seen him operating vehicles other than those specified at a previous hearing.

Mr Elkins had been called before the West Midland traffic commissioner John Mervyn Pugh in the light of an unsatisfactory maintenance record. The initial hearing was adjourned at his request and the commissioner restricted his licence to five specified vehicles which had recent MoT certificates.

For Mr Elkins, Paul Burden gave an assurance that only those specified vehicles had been operated since. He said Mr Elkins vehemently denied operating other vehicles.

After Mr Mervyn Pugh said it had been reported that some defects had been noted three times on inspection sheets before being rectified, Mr Elkins said he could not explain that now. It might have been due to pressure of work as he had two engines go down in April and May.

Mr Mervyn Pugh said Mr Elkins had been given nine days notice of the fleet check in May, yet nine of the 10 vehicles inspected were prohibited and six of the prohibitions were marked "neglect".

Mr Elkins said because of the backlog caused by the engine failures, he had now brought in a second engineer so the same situation would not arise again. The person concerned was self-employed.

He had agreed to come in any time when required. He had already done an awful lot of work on the vehicles. His original engineer had left in June 1991. His replacement was lax in completing inspection records and that was why he had dismissed him. His original engineer had recovered and was now back with him.

He had kept a strict watch on

Francis Elkins, trading as Kingfisher Bus & Coach, had been called before traffic commissioner John Mervyn Pugh in the light of an unsatisfactory maintenance record. The initial hearing was adjourned and his licence was restricted to five specified vehicles with recent MoT certificates

his two engineers since the vehicle examiner's visit, said Mr Elkins. He made sure all defects were cleared and he had hired-in vehicles to ensure his own were maintained to standard.

All 10 of his vehicles now had fresh MoT certificates. Mr Burden said the VI had stated that insufficient finance was made available for maintenance, yet the accounts showed that 10 per cent of the turnover was spent on spare parts in the year ending October 1991.

After Mr Mervyn Pugh said it had been talking about May this year, Mr Elkins said that funds had been made available. His full-time engineer had a free hand to order any parts he wanted.

Red Line Bus director Stanley Pemberton agreed he spent time watching Mr Elkins' activities and had taken video recordings

Mr Mervyn Pugh said he had to be satisfied that the public who travelled on Kingfisher buses could have confidence that they were always safe, which was something they had not been in the past.

Maintaining he had complied with the condition that only five specified vehicles be operated, Mr Elkins said the only exception was a coach that had left for Dover to pick-up a party of French children the morning of the previous hearing, and which did not return until the following day.

Stanley Pemberton, a director of Red Line Bus Co, of Bromsgrove, said he was currently engaged in High Court proceedings to obtain a winding-up order against Mr Elkins' firm, after its former partnership, operating as the Red Line Bus Co, had been dissolved.

Since the last hearing, Mr

Elkins' 10 vehicles had been joined by two additional coaches, one of which was said to be owned by an employee and the other by his stepson.

Mr Elkins was maintaining those vehicles, said Mr Pemberton, and he alleged the address on the side was just a way round the condition imposed by the commissioner.

He had been told by Midland Red inspectors that Mr Elkins had been seen using vehicles other than the five specified. Since the last hearing Mr Elkins had made no effort to cover his registered service, there being at least two vehicles which were missing each morning.

After Mr Pemberton had claimed that vehicles had been hired-in to cover private hire work, Mr Mervyn Pugh said there was nothing wrong in sub contracting private hire work to other operators operating under their own O licences.

In reply to Mr Burden, Mr Pemberton agreed that Mr Elkins had commenced the High Court proceedings, asking for him to account for partnership money and seeking an injunction to prevent any interference with Kingfisher. He agreed he spent a lot of time watching Mr Elkins' activities.

He alleged Mr Elkins had gone out of his way to cover up what work had been done and what profits had been made since 1989. He agreed that on occasions he'd taken video recordings.

Mr Pemberton said one bus Mr Elkins was allowed to run had been observed stranded since the last hearing because the two rear wheels had almost fallen off.

Kenneth Mills, managing director of Midland Red, said observations had shown the use of a green Volvo said to belong to Mr Elkins' stepson.

The company had seen no evidence of other barred vehicles being used. Mr Elkins said none of the barred vehicles had been used, though they had been moved out of the yard to go for brake tests, for annual test, or to the premises of Redditch Waste to use the inspection pit.

He allowed a vehicle belonging to Brian Toos to be parked at the site. Mr Toos was not an employee or an operator. He just owned a coach which he hired out to various operators. That vehicle was hired to MY Coaches at Droitwich.

He also allowed his stepson to park the green Volvo at the yard. That had been the vehicle on the Dover trip. It had not been used since.

Mr Elkins said he had informed the local authority he was only permitted to operate four double deckers on a local service that required six.

John Mervyn Pugh warned that if it was proved more than five vehicles were being operated, the licence would be revoked

He had not applied to alter the registration as he thought the traffic area was aware of the situation.

Adjourning the proceedings, Mr Mervyn Pugh said if evidence was produced that more than five vehicles had been operated, the licence would be revoked and he would very probably make an order preventing Mr Elkins from holding a licence for a very long time.

Altering the condition to allow Mr Elkins to operate five out of 10 specified vehicles at any one time, and directing the Vehicle Inspectorate to carry out a full fleet inspection that week, Mr Mervyn Pugh said: "It must be blatantly obvious to you that you have got enemies and they will be doing a count of the number of buses operated."



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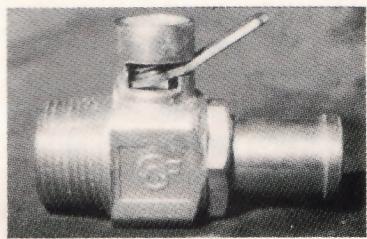
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Software cracks interest charges

WITH many coach businesses running overdrafts, bank interest charges have become a significant overhead. But unlike many of the other demands on finance, interest charges are very difficult to check.

In recognition of this, Lombard Financial Software has come up with a software package called Charge Cracker which identifies overcharges in bank interest and assists with their recovery.

Charge Cracker has been written by a businessman, not a computer programmer, so it can be quickly installed and is easy to use.

Running on any IBM compatible PC or office computer, Charge Cracker is designed to identify the five main areas of error in the ways that banks charge interest on accounts - Lombard says even the smallest of these errors was

responsible for about £6 million of overcharges in the first half of 1992.

The software can handle accounts of up to £1 billion, yet it will calculate daily interest up to 1/100 of a penny. It is said to address all known banking practices and information gained from a wide range of banking specialists has been combined in one inexpensive software package that can be used by anyone from an owner/driver to an international fleet.

Interest can be claimed from as long as six years ago, and customers can charge the bank interest for the time it has incorrectly held their funds.

Contact Lombard Financial Software Ltd, 46 Whitby Road, Ellesmere Port, Cheshire L65 8AE. Tel: 051 357 2004.



Charge cracker will help businesses

Device aids safety

INCREASED reversing safety for large vehicles is offered by the infra-red BLIR 4000 reversing aid, which senses obstacles in the blind spot immediately behind.

Two emitter units mounted on the rear bumper are automatically activated when reverse gear is engaged. An initial signal is sounded confirming to the driver that the unit is working, and from then on a short tone is sounded every three seconds.

A sensor in the centre of the

rear bumper picks up signals reflected from any obstruction behind the vehicle and as it draws closer to it the sound becomes a constant tone, indicating that the vehicle should be stopped at once.

The suppliers emphasise that the product is not a replacement for normal safe and skilled driving practices, but is there to assist the driver in reversing safely.

Contact Dass (UK) Ltd, Carlton House, 28-29 Western Road, Hove, Sussex BN3 1AF. Tel: 0273 220440.

Safe syringe disposal

THE disposal of potentially infected syringes and needles is a problem which is becoming of increasing importance to bus operators, as staff handling these items are at risk from infection with Hepatitis B and HIV.

DRG Hospital Supplies has developed a Sharps Injury Prevention Pack, which introduces essential safeguards for all workers who are likely to encounter these objects during the course of work.

The fully-disposable kit comes complete with a BS6 Sharpak container, protective gloves, disposable forceps, disinfectant spray, antiseptic towlettes and clinical



Sharps pack introduces safeguards

waste disposal bag and instructions for the safe collection of hazardous objects.

Contact DRG Hospital Supplies, 1-3 Dixon Road, Bristol BS4 5QY. Tel: 0272 716111.

Company to clean up

A NEW company has been formed to market the Ertl mobile brush washer in the UK. Mobile Brush Washers Ltd has been launched by John Wilson and Manfred Ertl.

Made in Germany, the Ertl washer can be operated by one person without protective clothing or footwear. Cleaning time for a bus is about 10 minutes, including a preliminary spray of the vehicle with detergent, and the maker says it only uses about 2p worth of electricity and 20 gallons of water per vehicle.

The machine is 4.3 metres high, and can be tilted up to seven degrees to tackle sloping vehicle fronts and sides.

A one-year warranty is given and the machine conforms to the tough German TuV standards.

For a limited period each unit purchased will be accompanied by a Press-o-mat high pressure spray to apply detergent and 20 litres of Ertl's recommended cleaner.

Kits to suspend the unit's supply hose and cable can be supplied.

Standing floor space requirement is only 1.5 square metres and no planning permission is required.

Contact Mobile Brush Washers Ltd, 85 Longstomps Avenue, Chelmsford, Essex CM2 9BZ. Tel: 0376 324100.

Tyrewatch system treads new ground

INCREASED awareness of the problems of under-inflated tyres has led to the introduction of a number of electronic tyre monitoring systems. One system, Tyrewatch, offers a blend of effective problem identification/warning facilities coupled with low capital and operating costs.

The system, which can be fitted to large vehicles in less than an hour, has been launched and test marketed in the UK by Pirelli subsidiary CPK Ltd.

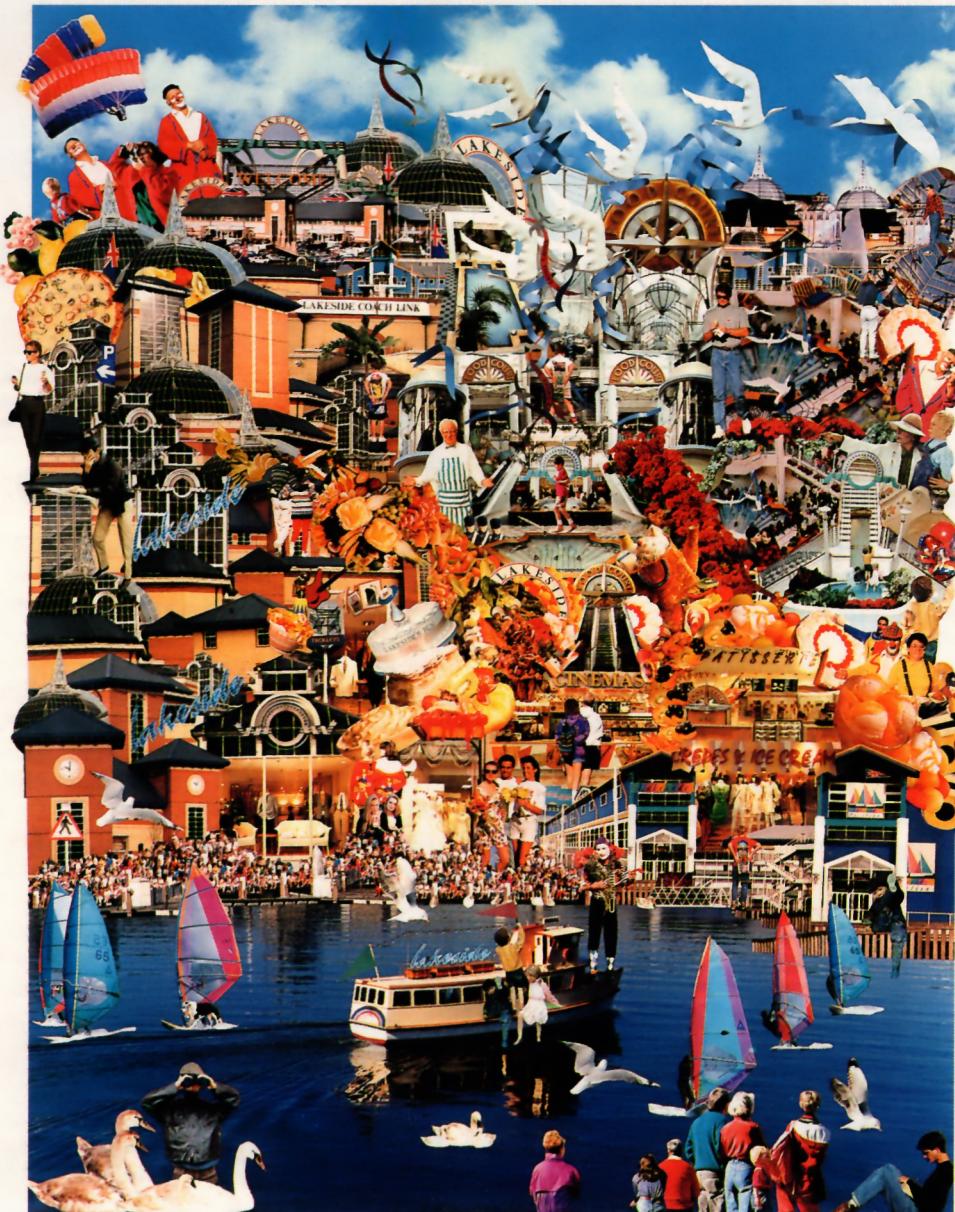
Tyrewatch systems are based on the use of pressure sensors screwed onto tyre valve stems in

place of valve caps. The sensors detect a drop in tyre pressure and transmit a coded signal to a receiver/decoder mounted on the dashboard. Once the signal is received by the cab unit the code is unscrambled and a warning buzzer sounded.

Pirelli says that field trials and market research has resulted in an upgraded version with the receiver/decoders now less than 19 mm thick and slightly smaller in area than the average business card.

Contact CPK Auto Products Ltd on 0788 541919.

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Inform public of facilities this Christmas

IT remains to be seen whether Joe Public has a great deal of money to spend this Christmas but that shouldn't dissuade operators from running their usual shopping trips.

Whatever cash is around, shoppers will be looking for bargains. That often means a trip out of the home town or village, and few ways of travelling are cheaper than the coach. Clearly, the choice of venue depends entirely on the type of shopper you are trying to attract.

The majority of shopping centres offer something for everyone, some even having a creche (publicise this heavily!) and entertain-

ments. Cinemas, restaurants and sports clubs are sometimes on site. Don't assume every client knows the shopping centre you are visiting, so make sure advertising or posters contain information about facilities. Often, the shopping centre can provide these free of charge.

Don't dismiss markets as a possible shopping venue. Since most open-air markets have little in the way of catering, adding morning or afternoon tea to the trip, perhaps at a local pub, makes a great deal of sense. If time isn't a problem, you may even be able to fit in both the market and shopping centre in one day.



No point selling mystery tours

Are Bo-Peep's sheep at the MetroCentre?

METROCENTRE at Gateshead is gearing up for shoppers with a themed display and £200,000-worth of Christmas decorations.

The theme this festive season is nursery rhymes, which will appear in animated form at various areas of the centre's malls. A 40-foot Christmas tree will be sited in Square One and Santa Claus will be alongside it in his fairytale castle.

The popularity of MetroCentre at Christmas is demonstrated by

last year's figures - 6.5 million visitors: "Coach operators are continuing to promote MetroCentre as their number one destination for Christmas shopping trips," said marketing manager Ron Woodman. He said the scope for incoming business had been another surprise.

"There has been increased interest from Norway and Iceland. Following new marketing initiatives, hopes are high of an increase in visitors from Belgium and Holland using Hull as a port of entry."

Lincoln takes advice from coach operators to solve traffic chaos

THE importance of coach visits to Lincoln's Christmas market - from December 10 to 13 - is underlined by the city's on-going attempts to ensure coach traffic is well organised.

After a disastrous 1990, when coaches got trapped in the traffic, the city council has now produced parking by using the coach drivers' and operators' comments and advice.

Drop-off points in Church Lane have now been arranged and parking at Lincolnshire showground costing £10 for the day. A driver

rest room has been provided, including TV and refreshments. A shuttle bus can take the driver into the city.

The event itself is traditional Christmas fun, with bell ringers, carol singers, performers and Punch and Judy. Stalls dotted around the area of the cathedral will be selling hot chestnuts and other traditional fayre.

Full details of coaching arrangements are available from Rob Bradley, on 0522 511511, fax 0522 510822.

Hypermarket trips are popular and profitable

MOST operators run a few hypermarket dashes in the few weeks before Christmas for the simple reason that it's popular and profitable business.

Off-season ferry rates are low and the job doesn't demand too high a specification vehicle. It's also a good training ground for first-time continental drivers, helping to familiarise them with ferry boarding procedures without taking too much of a financial risk doing so!

The short sea crossings to the French coast are well-known to operators, and the hypermarkets well signposted from the port. But



Duty-free still pulls ferry crowds

there is also opportunity for longer Christmas shopping breaks, either venturing further from the port or choosing longer crossings to Holland and Belgium, or even an ambitious short break to Germany or Denmark.

It should be borne in mind that group buying power can add profit to a trip. Organising a meal en route or an overnight stay could bring in a few extra pounds at an otherwise quiet time. It's certainly worth considering, not least because it makes for a more enjoyable trip, and engenders customer loyalty.

Drivers on hypermarket dashes



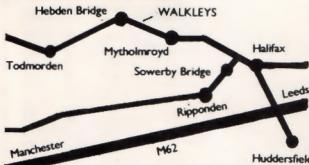


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Group organisers or coach companies can obtain more information about visits on (0422) 842061 or by faxing on (0422) 844372 or write to: Walkleys Clogs, Canal Wharf Sawmills, Burnley Road, Hebden Bridge, West Yorkshire HX7 8NH.

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should ideally be briefed on the best bargains for the punters, or be given information sheets for them. For the tiny cost involved, the extra customer satisfaction makes this a worthwhile exercise.

The biggest problem faced by shopping dashes is the weight limit. It should be made abundantly clear to all passengers at the time of booking that they have a limit on the beer carried back. If loadings are low, the limit can be stretched but, generally, a couple of cases per head stays this side of the law.

Weekend shopping at group rates

CHISTMAS shopping is good business not only for the shopping centres but for Consort Hotels. Three members of the consortium, in Norwich, Wigan and Leicester, are offering weekend shopping breaks at group rates.

The Friendly Hotel in Norwich has bed and breakfast on offer this December for £25 a head per night and a January Sales package of £35 a night half board.

The Grand Hotel in Wigan - near the Wigan Galleries shopping centre - has two nights half board for £60 including free entry to the Wigan Pier Heritage Complex.

The Stage Hotel, Leicester, has two nights' half board at £65, with a free Best Sales To Visit guide and Christmas lunch on the Sunday. Foot-soothing bath oils are in the bathrooms, or guests can book, at extra charge, a half-hour massage in the hotel leisure club.

With all of these breaks, there is a free bottle of bubbly for any guest spending more than £200 on Christmas shopping.

Details from: Friendly Hotel, Norwich, 0603 741161; The Grand Hotel, Wigan, 0942 43471; and The Stage Hotel, Leicester, 0533 886161.

There is such a thing as a free lunch in Watford

FREE lunch for the driver and parking in Watford is part of the deal offered by Harlequin shopping centre in the run-up to Christmas.

The 707,000 square foot indoor mall, developed by Capital and Counties plc in conjunction with the local authority, has a vast range of stores including The Disney Store, American Popcorn, Fizz Fashions, River Island, and Leading Edge.

Major chain stores Marks and Spencer, BHS and Littlewoods have extended into the centre, while other major chains like WH Smith, John Lewis and Boots have moved in too. The Harlequin has several restaurants, including a 400-seat food court.

In the run-up to Christmas, the centre has planned a number of exhibitions and promotions, starting in October with an education exhibition. Not that major promo-



The Harlequin shopping centre, Watford

tions have been necessary for everyone. The store manager at Marks and Spencer reports sales figure consistently above target.

The Harlequin is in central Watford between the High Street, Beechen Grove and Charter Place, next door to the bus interchange

and close to the rail station. The new Watford M1 link opening next year will provide direct access to Harlequin.

Coach parking at the Harlequin is by prior arrangement. **R**ing Harlequin, on 0923 250292 for details.

Hypermarket dashes on offer

WHAT'S on offer from the ferry operators for Christmas shoppers? We contacted a few to find out what they have planned.

P & O European have a 24-hour excursion rate of £400 per single-deck coach sailing on all Dover and Felixstowe routes from Sunday to Friday. The popular Saturdays are £430, all prices regardless of passengers carried. Freephone 0800 414555 for availability.

Sealink Stena has set prices from £6 per adult (£5 for children) for its Earlybird departures out of Dover. Coach and driver are free for any group of 25 or more. There are also entertainment cruises to France, Ireland, Holland and Belgium.

Sally Line has a Shoppers Spe-

cial on offer this winter. The £16 a head fare (based on a minimum 30) includes a dinner normally selling for £8.30. Sailing times for this deal are 1600 hours Saturday, returning on the 2359. Dunkirk's Auchan shopping centre is open until 2200. Day excursion fares are £375 per vehicle based on 30 passengers, sailing at any time from 2300 on the previous day until the 2359 return sailing on the day. On Saturday, the price rises to £405.

North Sea Ferries offers longer trips to Zeebrugge and Rotterdam which, on the overnight crossing from Hull, include five-course dinner and breakfast. Mid-week crossings start at £23 single per head, rising to £35 for a weekend crossing, both these prices with an economy cabin. School

and youth party rates are also available. There is no charge for the coach as long as it is carrying more than 24 people.

Another long-haul break, this time from Scandinavian Seaways sailing out of Harwich, makes the ferry the entertainment centre. For £52 a head, based on four sharing a cabin, the three-day cruise includes breakfast, coach crossing and a few hours ashore at Esbjerg for either sightseeing or shopping. The ferry itself has an extensive duty-free shopping area, night club, discos, cinemas and health facilities. Every 11th passenger, plus the driver, go free. Details on 0255 243243.

RFor details of other Christmas and winter deals, phone the ferry operator direct.

Peterborough's Queensgate ever popular with coach groups

QUEENSGATE shopping centre in Peterborough may have relinquished its crown as Europe's largest under-cover shopping precinct but has lost none of its appeal to coach groups.

The city centre complex has the advantage of its own bus station for set-down, and an adjacent coach park with overflow.

Access to Queensgate is excellent from the A1, A47, A15 and A605, via the city's dual carriageway ring road.

Opened in 1982, Queensgate managed to fill most of its units during the boom, so hasn't got the half-empty feel of many more recent shopping centres.

It has many of the major chains, including

John Lewis, Waitrose, BHS, Reject Shop, Body Shop, Boots and a large number of specialised stores.

There are a number of coffee shops and in-store restaurants in Queensgate, and several bars and restaurants adjoining the centre. Rest areas are provided in the central squares, and will be heavily decorated for Christmas.

the *Galleria*

Bring your passengers to Britain's most spectacular shopping centre

Towering dramatically above the A1(M) at Hatfield, The Galleria is the only shopping centre in Britain built over a motorway.

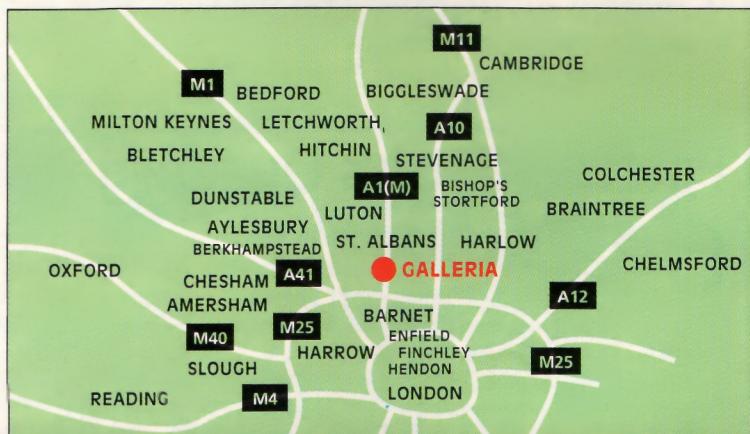
Only five minutes north of the M25, with air cooled malls, a crèche and facilities for the disabled, it's an ideal location for coach visits from all over Britain, especially for parties on their way back from weekend visits to London.

The Galleria is open from 12-6 every Sunday, Saturday 10-6 and weekdays from 10 till 8pm.

With over 100 quality stores, spectacular architecture, nine restaurants and nine screen cinema open till late, there's something for everybody.

And since you're as important to us as your passengers, we've put together a special incentive package for you.

Please call The Galleria on (0707) 278301 for details.



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Shopping is just one of the many attractions

LAKESIDE at Thurrock has much more on offer for coach shopping trips than many other centres.

The huge complex has a number of major chain stores and plenty of more unusual shops, such as the Disney Store, to keep the rest of the family busy. There are now more than 300 shops on site, a seven-screen cinema and restaurants at every turn.

The Waterside Festival in Lakeside Pavilion is the 'village' side of the complex - a kind of undercover market with barrows and kiosks which contrast with a floating paddle-steamer restaurant, the Mississippi Queen.

A children's playgroup supervised by a qualified nursery nurse is available at small charge for

parents of three to eight year olds. There is a baby feeding and changing area. For the driver, the picture is just about as rosy. There are 250 free coach parking spaces and a free shuttle service to return drivers to the shopping centre. They collect a £5 food voucher and a ticket to the cinema. Pick-up is at the front doors.

The complex has built coach business steadily since the opening of the Dartford crossing, which brought Kent within reach.

Opening hours of Lakeside are 10 am to 8 pm Monday to Thursday, 10 am to 9 pm on Friday and 9 am to 7.30 pm on Saturday.

(C) Further details from Lakeside on 0708 869933, fax 0708 865870.



Lakeside - targets coach trips every year

Wrong numbers can be murder!

COULD all inquirers about the First Leisure murder-mystery weekend breaks featured in last week's issue please call First Leisure on Blackpool (0253) 23925, and not the number previously quoted, as this was printed incorrectly.

Apologies to First Leisure and to the owner of the incorrect phone

number.

Further theme weekends at Blackpool's Savoy Hotel are scheduled for October 9-11, and November 6-8, 13-15, and 27-29.

Alternatively write to Mark Henderson, Promotions & Marketing Department (Resorts), First Leisure Corporation plc, The Clifton Hotel, Blackpool, FY1 1ND.

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FOR FURTHER DETAILS PLEASE CONTACT ALISON HEATH ON 091 4172626

Washington Moat House
Stone Cellar Road, District 12, High Usworth
Washington NC37 1PH

How to visit the Italian Riviera without leaving England

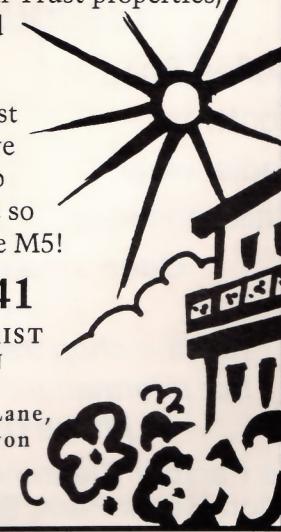
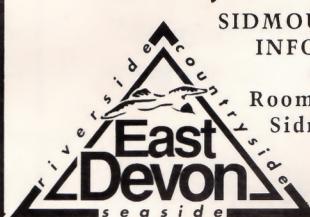
Discover Sidmouth, the closest you'll come to the Italian Riviera in England, situated in glorious East Devon. You'll love this famous floral seaside town for its fine Regency Buildings, interesting shops and lovely gardens.

Sidmouth is an ideal base for exploring famous country parks, tourist attractions, National Trust properties, as well as swimming, walking and bird watching.

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Sidmouth, Devon
EX10 8XR





Disney to build operator awareness

Disney's entente cordial

EURODISNEY has put two sales people on the road to build up its coach operator business.

The giant French attraction has seen a need for better relations between itself and the coach trade, and has appointed Mark Webb, in the South, and Marco Mori, in the northern region, to visit operators with a view to generating more business next year. They start work

on October 5.

EuroDisney has also changed its winter policy for coach drivers. Free tickets to use the park are being given for all weekday visits and have been offered some weekends.

A spokesman for the company said he expected this policy to continue until March, when development of a new driver rest room will be under way.

Deep-Sea World is an ecologist's dream

THE biggest single aquarium in the world is being built next to Scotland's Forth Road Bridge.

Deep-Sea World brings to life David Attenborough's dream of an aquarium which puts the visitor in touch with undersea ecology: "It is an absolute scandal that this country does not have a huge, high-tech aquarium," he once said.

The ambitious project includes a 100-seat theatre in which visitors are prepared for their journey through tunnels beneath the seawater, coming face to face with the huge sharks which swim off the British coastline. The million-gallon aquarium will be educational, with huge potential for school visits.

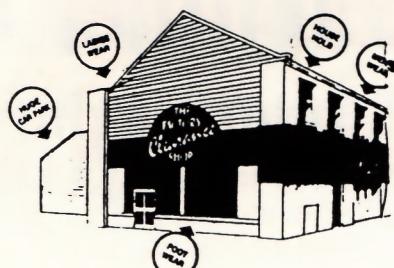
The newly-appointed marketing manager for Deep-Sea World, Ann Miller, said she is targeting coach visits with trade discounts

on the planned £4.50 admission charge, and expects groups to form one of the mainstays of visitor numbers: "This is a sector we view very positively, offering us a great potential, especially mid-week," she told Coach Tours & Excursions.

Mrs Miller has gained an experience of coach business through her former post at the Scottish Whisky Heritage Centre, and says the location of the new aquarium - less than a mile from the A90 and only a few miles from Edinburgh - should make it an ideal centre for cross-border business. Built into the plans are a 200-seat restaurant and ample coach parking, including an overspill area.

Full details of Deep-Sea World - which is due to open in March '93 - are available by phoning 031 220 1335, fax 031 225 8611, mentioning this article.

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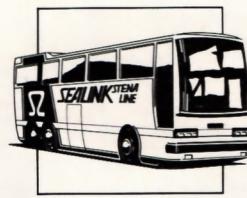
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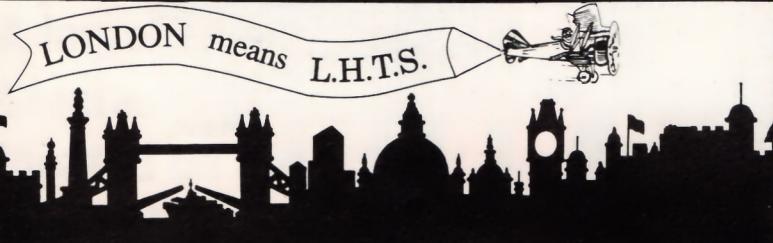
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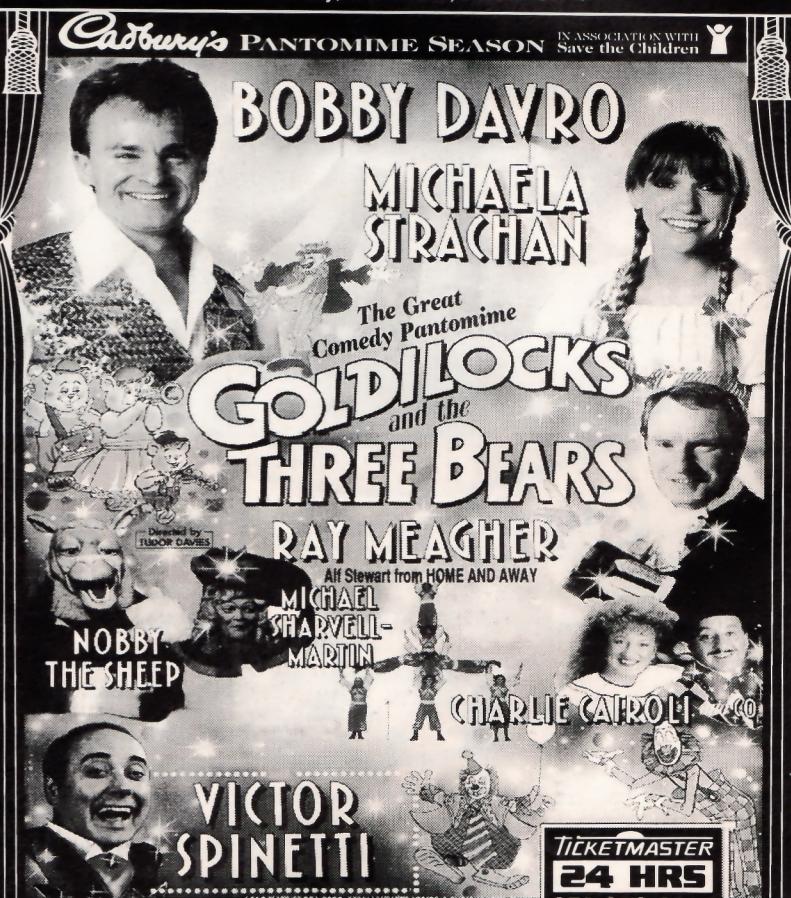
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London Zoo closure threat lifted

THE decision to close London Zoo has been lifted thanks to increasing attendances and a £1 million gift from the Emir of Kuwait.

The troubled Regent's Park attraction - now officially 'divorced' from Whipsnade - says it can stand on its own two feet for the time being, hoping to break even financially during '92/93.

"We would like to thank the public for showing their support by visiting, and the sponsors who donated money to the Save Our Zoo campaign appeal last year," said sales executive Anita Wadell.

A number of proposals to keep London Zoo off the 'endangered species' list include an in-house plan from the Zoological Society of

London, another from New Zoo Developments Ltd, and one from the staff.

The zoo will be launching a new coach operator account package at next month's Expocoach exhibition at Donington. The 'visit now, pay later' agreement will offer not only significant discounts but will help cash flow, says the zoo. The deal includes free coach

parking in London, group organiser events which can be arranged by operators, and entry to a coach operator incentive scheme.

(C) Discounts of 25 per cent for groups are expected to help buoy up performance this winter. Contact the sales office on 071 586 3910 for details of special events and rates.

Creature comforts at Whipsnade Animal Park

WHIPSNADE Wild Animal Park is running a familiarisation day for coach operators on November 12.

The 600-acre Bedfordshire zoo will be taking the coach trade on a roadtrain tour of the massive site, and showing them the award-winning children's farm and both the sealion and falconry displays. The morning will be rounded off with a hot buffet lunch. Finally, group benefits for 1993 will be unveiled at the event.

Whipsnade is one zoo to which passengers should take their binoculars. With the emphasis on creature comfort, many of the compounds are massive. That the animals are happy is evidenced by the breeding success of the 3,000 endangered animals housed at Whipsnade.

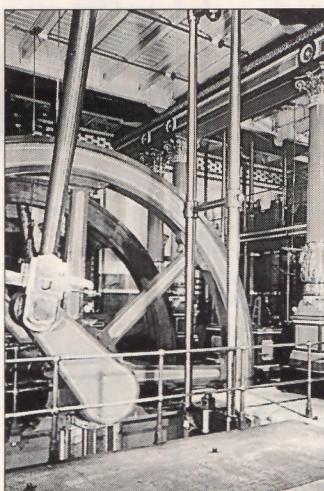
(C) Anyone who would like to join the familiarisation day can book a place by phoning 0582 872171 mentioning this article.

Trophy triumph for Tiger Cub

SNIBSTON Discovery Park's unique Yeates-bodied Leyland Tiger Cub has won the single-deck vehicle trophy at the Crich Tramway Museum annual rally.

The former-Delaine vehicle - based at the Coalville 'living' museum - also won best coach at the Trentham Gardens Transport Rally a few weeks earlier. Both the trophies and the coach will appear at Leicestershire Technology Museums Steam Day at Corporation Road in Leicester on December 13.

(C) Details from the Museum of Technology, on 0533 661330.



Tiger Cub at Steam Day

Af-fjordable fuel prices in Norway

THE cheapest diesel in Europe is to be found in Norway and the dearest in Italy, says the AA.

Here is a roundup of pump diesel prices, per gallon, based on exchange rates on September 18.

Austria	186p
Belgium	195p
Denmark	191p
Finland	186p

France	164p
Germany	173p
Holland	173p
Eire	227p
Italy	236p
Luxembourg	132p
Norway	131p
Portugal	186p
Spain	186p
Switzerland	191p
UK	205p

Promotion at Swallow Hotels

SWALLOW Hotels has promoted its southern sales manager, Caroline Burrows (right), to new travel trade sales manager.

Mrs Burrows will be working with the coach trade, group travel organisers, incoming tour operators and ground handlers. The marketing budget of £100,000 will be spent selling the 34 Swallow hotels - a broad range of two-, three- and four-star establishments which form Britain's fifth largest chain.

Travel industry business is worth £10 million to Swallow annually, and the company has worked hard to grow this branch of its sales in the current recession. Mrs Burrows will be available to talk business at the major-



ity of UK and overseas exhibitions staged in the next 12 months.

- Golden Gateways has appointed John Billington as sales co-ordinator and promoted Johanne Holman to assistant sales co-ordinator, and Karen Lane to group sales consultant.

Catalyst thrives on the bad weather

A SCIENCE exhibition in Widnes is proving it is a rising star, with August visitor figures which were double the previous month.

Catalyst - the commercially-sponsored museum of the chemical industry - has managed to get a 250 per cent rise in attendance for the year from its small beginnings in 1991... and its director says bad weather has played a large part.

"It has been a tremendous time for us while many other

attractions have been finding the going tough," said Dr Gordon Rintoul. He says the bad weather focussed attention on under-cover attractions and Catalyst enjoyed the benefit.

The museum has won four awards in six months. It is particularly suitable for school groups, and is expecting a good winter season.

(C) For full details of group rates contact Catalyst on 051 420 1121, fax 051 495 2030.

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(29209/BE)

1981 YMT (TURBO) SUPREME, 53 retrimmed seats (1991), exceptional condition inside and out, very good turbo engine (fitted March), hot drinks machine, courier seat, vehicle used by owner/driver exclusively on tours and private hire, good Michelin tyres all round, no known faults, any test welcomed. £8,000 + VAT. Tel. 0795 471313 or Mobile 0860 265402. (29199/BE)

1978 YMT PLAXTON SUPREME, 53 seats, MoT Sept '93, immaculate condition, owner/driver. £5,250 + VAT. Tel. West Midlands, 0922 685246 (anytime). (29132/BE)

1981 YNT DOMINANT III, tinted windows, Bristol Dome, 53 seats, exterior white and blue, very good condition, MoT June '93, any inspection. Price £8,250 + VAT ono. Tel. (0932) 785153. (29101/BE)

1986 BEDFORD YMP PLAXTON PARAMOUNT, 45-seater, MoT May 93. **1980 Bedford PJK Plaxton**, 29-seater, MoT Sept 93. Both have air doors, radio and PA. Tel. (0761) 462250. (29221/BE)

R REG BEDFORD YLO, Plaxton body, 45 seater, 500 engine, new clutch and gearbox. Tested September '92, good condition. £2,800 or £3,500 with new test. Tel. 081-459 2595. (29208/BE)

1973 BEDFORD YRT Plaxton, 44 recliners, MoT 27/3/93, air door, in daily use. £2,000 + VAT ono. Sale due to loss of contract. Tel. Rayleigh (0268) 743241 or Brentwood (0277) 811326. (29185/VE)

LEWIS GROUP TRAVEL offer for sale

1987 BEDFORD YNV Plaxton Paramount 3500

57sts, new ZF box, side lockers, radio/cassette/PA system, interior grey/red, exterior white, red + blue relief. MoT 4/93.

Only £27,995 + VAT
Tel. 081-858 0031

(29215/BE/PIC/CH)

BRISTOL

FOR SALE BY TENDER, S Bristol LH chassis Plaxton Body, 41 seat dual purpose vehicles, with Leyland 401 engines, manufactured between 1977-1979. For further information contact G.H. Roberts, Engineering Director, Southern National Ltd, 80 The Esplanade, Weymouth, Dorset. Tel. 0305 783645. (29210/BRI)

DAF

DAF SB2300 JONCKHEERE P50, 1984, 49 reclining seats + courier, offside rear floor mounted toilet, centre continental door with drivers bunk, excellent condition, MoT Feb '93. £33,000 + VAT ono. Tel. day 0263 735490/0263 768395 eves. (29183/DAF)

DAF

1983 MB 200 DKFL 3500 EXECUTIVE, Telma limiter, tinted windows, driver's bunk, toilet, TV, video, coffee machine, 44 reclining seats, four tables, MoT April 1993. £28,000. Tel. (0296) 713201. Howlets, Winslow, Bucks. (29212/DAF)

1985 DAF DUPLE CARIBBEAN II, 49-seater, rear sunken toilet, continental door, drinks machine, courier seat, curtains, TV, video, radio/PA, recent repaint, smart looking vehicle, MoT May '93. £25,000. Tel. 031-440 1013. (29211/DAF)

DAF VAN HOOL, 1982, in good condition, open to offers. Tel. 061 456 565141 (ask for Ted or Phil). (29182/DAF)

FINNCE HOUSE HAS FOR SALE

1984 DAF BOVA CALYPSO, 53 seats, 415,000 kms,

MoT June 1993

Enquiries to Mr J McGraham

Tel. 0242 224455

(29151/DAF)

DENNIS

2 x DENNIS JAVELIN

12.0m 1988 'E'

Plaxton Paramount 3200

49 reclining seats, single glazed, curtains, courier seat, toilet, sink/work area, Telma electric retarder, Girling ABS, both new engine within last 12 months, one has air conditioning, MoT Feb '93 & April '93.

£90,000 + VAT PAIR

Tel. 0793 523172

(29192/DE)

DOUBLE DECKERS

S Reg DAIMLER DMS

Double doors, Ex LT, MoT to May '93, good condition

£3,500 + VAT

Tel: (Watford) 0923 222151

(29240/DD)

FLEUR-DE-LYS

FLEUR-DE-LYS
6 seat Vintage Landaulet, only done 4,000 miles since new, excellent Wedding car.

Must be seen.

£28,000 + VAT

or exchange for young quality coach, 49 seats, Jonckheere, Van Hool, on Volvo or Mercedes 0303 Cash difference

Tel: 0506 858181

(29035/FDL)

FORD

2x 1979 PP FORD PLAXTON SUPREME IV, 153 seater & 155 seater, both in excellent condition, with long MoTs and tax. Open to sensible offers. Tel. 0495 717321. (29176/FO)

1976 (P) FORD PLAXTON SUPREME, 53 seats, express doors, MoT March 93. Ideal contract coach. £2,350 + VAT. Tel. 061 790 2842. (29198/FO)

1983 R115 DUPLE MKIV, 53 recently retrimmed seats, all white, no markings, Telma, auto-lube, double glazed, cassette, vgc, MoT Nov '93. £9,750 + VAT. Tel. 061 456 1946. (29228/FO)

PLAXTON BUSSLER, 1981, 47 seater, MoT June '93, vgc. £6,000 + VAT ono. Tel. Abbey Coaches, Newburgh, Fife, 0337 40350. (29207/FO)

FORD 1979 Plaxton Supreme, 53 seats, tested, good condition. £3,950. Tel. (0203) 637171. (29191/FO)

IVECO

IVECO 35.8 DIESEL HIGH TOP, 14 seater, 1984, full luxury spec, high back moquette seats, tinted windows, rear heater, reconditioned engine, white exterior, good condition. Offers. Tel. 0622 813044/0732 845690 (Kent area). (29111/IVE)

LAG

LAG PANORAMIC, full executive with reconditioned engine June '92, MoT Feb '93, vgc, private plates, offers. Tel. 0768 898617. (28852/LAG)

LEYLAND



LEYLAND LEOPARD 1976 PLAXTON SUPREME, 11m, 53 seats, Bristol dome, coach door, SA 2-speed axle, good condition, owner/driver, MoT 4/93. £5,950 + VAT. Tel. (06973) 42744. (29216/LE)

MERCEDES

MERCEDES 609 G REG

(immaculate little executive)
16 Vogel 2000 recliners (full size), 2 tables, fully carpeted, Webasto heating, full radio/p/a system, drinks machine, etc, MoT & tax, pure white and unlettered.

£22,000 + VAT

Would part exchange for new 18 or 21 seat Optimo II (no fancy deals please)

MERCEDES 609 F REG

Immaculate 21 seat midi coach, full p/a system, curtains etc, white and unlettered, MoT Aug 93, tax 1 year, first class condition and ready for work.

£16,500 + VAT ovno

Tel. 0506 858181

(29036/MER)

MERCEDES 608D REEVESBURGESS, first reg Sept 1984, 12 months MoT, low mileage, good condition. £8,500 + VAT. Tel. 0623 554437. (29186/ME)

LEYLAND

WANTED LEYLAND Tiger, 12 metre coaches, immediate decisions, any condition. Tel. 0642 677637.

1981 LEYLAND CUB, automatic, 31 seater Duplex service bus, MoT April 1993, £6,000 ono + VAT. Tel. 069 887 207/337. (28817/LE)

WANTED

One or two Leyland Olympian Commuter coaches, with ECW 11m bodies, 1982-84, 73 seats, TL 11 Engines. NORTHERN BUS 0909 550480 (29197/LE)

LEYLAND 1988 PLAXTON PARAMOUNT

Mk II Bodied Leopard, immaculate inside and out, 53 reclining seats plus courier, carpet, power door, side lockers, Webasto, new radio/cassette/PA. Tiger engine fitted by Bulwark Engineering, sold with full MOT, repainted 2 pack brilliant white.

£33,500 + VAT

Contact: G.H. Howie,
The Birmingham Coach Company

Tel. 021-555 55522 (29164/LEY)

1980 LEYLAND BENDI-BUS

Reconditioned, turbo charged engine, automatic gearbox, air suspension, steady 60 mph, new class 5 MoT! Seats removed, ideal for conversion. Offers around £12,000 + VAT Tel. 0272 775375 (Bristol) (29237/LE/PIC/CH)

1987 (D) TIGER 260 SA DUPLE 340 EXEC, toilet, servery, video, new MoT, £42,500. Barry Cooper Coaches. The Mayne Group, Warrington. Tel. (0925) 267321. (29127/LE)

(2917/LE)

0733 898111**VEHICLE SALES****0733 898111****MAN****1985 MAN SR 280 HI-LINE**

49 seats, plus courier, private plate, toilet, coffee machine, video, two TVs, continental door, double glazed, centre carpet, ferry lift, Webasto, used on private hire, tours. MoT Feb '93.

£29,950

Telephone: 0703 406628
(29214/MAN/PIC/CH)

LUXURY PULLMAN

Man 16 290 Jonckheere
Deauville lounge coach, 1989, comprising 16 table seats, centre kitchen area, fitted cupboard, microwave, fridge freezer, hot cupboard and water supply, rear semi circular lounge area, vehicle trimmed in cream & brown hide and suede throughout, equipment includes 3.5 kilo watt diesel generator, inverter with land line facility. Tinted double glazed, air con, Webasto and full entertainment facilities, certified 23 seats, MoT August '93.

£105,000 + VAT

Tel. 0582 22600
(29172/MAN)

RENAULT

RENAULT TURBO S, 56 Series, 1987, E Reg, Reeves & Burgess, automatic, 25 bus seats, taxed, MoT June '93, power door, radio. **£8,750 + VAT ono.** Tel. 0734 713257 (Berks). (29152/REN)

TOYOTA

TOYOTA OPTIMO, 21 seater, 1988, grey interior, recent engine rebuild, new compressor & turbo, excellent condition throughout, six cylinder model, radio cassette/PA. **£17,000 + VAT.** Tel. Coliseum Travel, Southampton, 0703 472377. (29205/TOY)

MIDI COACHES

Hi roof derv June 92, 100 miles only, full soft trim, 16 Capri seats, from £16,200.

Tel. Tony 0302 328888 or David 0322 228538
(29129/MDC/PIC/CH)

**SCANIA****PLAXTON LD 3200****K93 1990**

53 recliner and courier, excellent condition, long MoT, choice of two, modern part exchange considered.

£69,500**C&G**

COACHES (CAMBS)
0354 692200
(29230/SC)

VOLVO**VOLVO****1989 VOLVO B10M**

Duple 320, 57 recliners

1989 VOLVO B10M

Plaxton 3500 53 recliners, rear toilet

1990 VOLVO B10M

Van Hool, 52 seater, rear toilet

Tel. 050585 456
(29200/VO)

1988 VOLVO B10M

GL, Telma, ZF, Webasto, Plaxton 3500 4 star low driver, 49/53 reclining seats with tables and glove nets. Demountable toilet, continental door, aircraft lockers, Klix drinks machine/fridge, TV/video/radio, double glazed, sun blinds, full curtains, all rubber floor carpeted gangway, 3 large air extractors, bunk and through panier lockers, airport lights, MoT till March 1993, superb condition, owned from new.

£62,500 + VAT

Flights Coach Travel

Birmingham 021 554 5232

TWO SOLD - One Remaining (29238/VO/PIC/CH)

VOLVO B10M P90

57 recliners, full spec, incl: fridge, carpets, new engine, excellent condition.

May part exchange for 53 or 57. Standard Volvo Viewmaster.

£35,000 ono + VAT

Tel. 0978 720171
(29049/VO)

VOLVO B58, 1976, 12 mtr, Supreme, tested, £4,950. Tel. 0203 637171. (29190/VO)

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All Mercedes 2 years warranty or 200,000 kilometres

NEW MERCEDES 709D, coachbuilt, 29 + 7 standees, wide power door and aisle, dip tac, 14 days.

NEW MERCEDES 811, diesel, extended coachbuilt, 33 service or semi coach seats, 12 standees, 750mm glider door, Dip Tac, wide passage, man or auto, Allison box, stock.

NEW MERCEDES 814 diesel, extended coach built, luxury, coach spec, power swivel door, large boot, racks, armrests, 2 weeks.

NEW MERCEDES 711 Turbo, 25 lux, boot, arm rest, power swivel door, 7 days.

NEW 711 Turbo, 28 luxury, boot, P swivel door armrests, 7 days.

NEW MERCEDES 609D, 24 seats, full spec, boot, power door, lug rack, radio cassette, 3 weeks. Also 26 manual door stock.

NEW MERCEDES 410 and 408D, 16 high back face forward seats, 14 days, stock.

NEW MERCEDES 709, manual, 29 + 7 standees, 14 days.

NEW MERCEDES 811, Wrights Alusuisse. Manual 33 plus Dip Tac, available October.

1989 G Mercedes Starrider Fastflow, 27 + 14, auto, Telma, Dip Tac, exceptional.

1986 Leyland Cub Optare, 33 + 8, genuine 150,000 kms, immaculate.

1986 D Renault Reebur, 23 + pen. Choice.

MIDIBUS**NEW AND USED SERVICE BUSES**

Mercedes 811, Wrights Alusuisse. Manual 33 plus Dip Tac, available October.

1989 G Mercedes Starrider Fastflow, 27 + 14, auto, Telma, Dip Tac, exceptional.

1986 Leyland Cub Optare, 33 + 8, genuine 150,000 kms, immaculate.

1986 D Renault Reebur, 23 + pen. Choice.

COACH

1989 G Optimo, 21 + courier, 6 cylinder, a very good example.

Telephone or Fax 021 415 5111 2 lines

Or evenings on 021 429 6494 and 021 477 6319

BIRMINGHAM BUS CENTRE, ELLIOTT ROAD, SELLY OAK, BIRMINGHAM B29 2LR
(29203/MDB)**VEHICLE SALES****AD COACH SALES**

Tel 0271 865080 Office

0884 860767 Garage

0836 345304 Mobile

1989 G Reg TOYOTA OPTIMO, 21 seater, GL, 58,000 miles, finished in white £25,000 + VAT

1989 CHARISMA, 53 seater, double glazed, air con, etc £49,950

1982 VOLVO B10M, 57 seater, Duple Dominant IV, double glazing, power door, retrimmed and repainted, finished in white £22,950 + VAT

1987 TOYOTA 6 cylinder Caetano, 21 seater, table, curtains, power door, etc, MoT June 1993. £22,000

1987 TOYOTA 4 cylinder Caetano, 19 seater, MoT Jan '93. £14,000

F Reg Freight Rover Diesel, 20 seater Carlyle C2, MoT July '93, choice of 2. £6,250 each

1986 FORD B10M, 16 seater, Mot Mar '93. £20,500.

SOLD All plus VAT

1983 VOLVO B10M Jonckheere P50, 51 recliners, toilet, courier seat, etc, 1 retrimmed, MoT March 1993, choice of 2. £30,000 each.

1982 VOLVO B10M Jonckheere Bermuda, 51 seats, retrimmed, as above, MoT Dec 1992. £24,000

1987 DAF SB2300 Duple 340, 57 seater, MoT March 1993. £34,000

1989 TOYOTA 6 cylinder Caetano, 21 seater, table, curtains, power door, etc, MoT June 1993. £22,000

1987 TOYOTA 4 cylinder Caetano, 19 seater, MoT Jan '93. £14,000

F Reg Freight Rover Diesel, 20 seater Carlyle C2, MoT July '93, choice of 2. £6,250 each

1986 FORD B10M, 16 seater, Mot Mar '93. £20,500.

SOLD All plus VAT

Tel: 0253 765207
(29246/VS)**RING FOR DETAILS****GOOD QUALITY VEHICLES WANTED****FULL INSPECTION FACILITIES****PART EXCHANGE WELCOME****DISCOUNT WITH NO PART EXCHANGE****WYSIWYG**

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Norwood Wharf
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Southall
Middx. UB2 4JX
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Tel. Eve 0296 630267

VOLVO

1989 F	Volvo B10M Jonckheere Deaville , 51 reclining seats, courier seat, rear sunken toilet, double galzing, Blaupunkt radio pa	£69,500
1988 E	Volvo B10M Plaxton Paramount 3500 , 49 reclining seats, courier seat, rear toilet, Eberspacher heating, fridge, TV, video, new test	£68,500
1988 E	Volvo B10M Plaxton Paramount 3200 , 57 seats, pannier lockers, tinted glass, Telma Retarder, radio PA cassette. Choice of four available last week Sept.	£62,500
1986 PP	Volvo B10M GLT, Jonckheere Jubilee 599 , 49 reclining seats, courier seat, rear sunken toilet, double glazing, Webasto fin rad, fridge, bunk, carpet, boiler, splitter gearbox, Telma, alloy wheels, Tempo 100, TV, video.	£49,500
1985 PP	Volvo B10M GLT Jonckheere Jubilee 599 , 49 reclining seats, courier seat, rear sunken toilet, double glazing, courier seat, Webasto fin rad, boiler, fridge, carpet, bunk, splitter gearbox, Telma, alloy wheels, Sutrik air conditioning, Tempo 100, TV video, new test.	£43,000
1985	Volvo B10M Plaxton Paramount 3500 11 metre, 48 reclining seats, courier seat, double glazing, Sutrik air conditioning, Webasto, curtains.	£39,500
1982	Volvo B10M Plaxton Supreme 12M , 53 'E' Type seats retrrimmed, tinted glass, curtains.	£23,500

DAF

1982 Y	DAF SB2300 Plaxton Supreme , 53 retrrimmed seats, refloored, tinted glass new test.	£17,500
1981	DAF MB200 DTKL Jonckheere Bermuda , 49 reclining seats, courier seat, drinks, bunk, radio PA, TV	£19,000

LAG

1987 E	LAG Panoramic Integral , 49 reclining seats, courier seat, centre sunken toilet, double glazing, Webasto, Telma, new test.	£52,500
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LEYLAND

1985	C Tiger 245 Hydracylic g/box , Plaxton Paramount 3500, 53 reclining seats, courier seat, radio PA	£35,000
1983	A Tiger 245 Man g/box , Plaxton 3200, 53 reclining seats, courier seat	£23,500
1982	Tiger (260 engine) , S/A g/box Duple Goldliner 49 seater, courier seat, rear toilet, double glazing, driver's bunk	£22,500

BUSES

1987 D	Scania K112 10 M East Lancs , Fully automatic transmission, 33 seater, three large interior luggage pens.	£27,500
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(29011/VS)

VANGUARD BUS AND COACH SALES

1986 Mercedes 608D, 21 Vogel seats, MoT May '93, vgc	£9,750
1984 Duple Laser Tiger 245, 50 reclining seats, MoT '92	£22,000
1984 Paramount 3500 Tiger 245 Exec, requires panel and paint, MoT Aug '92	£26,500
1980 Plaxton Volvo B58, 53 retrrimmed seats, S/A, ready for work, MoT Nov '92	£13,000
1980 Plaxton Leopard, 49 seats, MoT Dec '92, repanned	£10,000
1978 Plaxton Leopard, MoT Jan '93, 53 seats, repanned	£7,500
1978 Ford Dominant II, 53 seater, MoT April '93, good contract vehicle	£4,750

P/X considered, finance available, existing HP settled (subject to status).

SHORT AND LONG TERM HIRING AVAILABLE
TAILOR MADE TO YOUR REQUIREMENTS (for suitable applicants)Contact: STEVE COOK on (COVENTRY) 0203 490669
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E ERRINGTONS

NEW TOYOTA OPTIMO II, 21 seater, GL model, finished in white choice of interior colours, immediate delivery. Buy now and beat any possible price increase.

1990 H (Nov) TOYOTA OPTIMO II GL, (21), fitted TV, video, radio, all white, one owner. £32,000 + VAT.

1990 H TOYOTA, Optimo 1 GL (21), radio/PA, very clean, mainly white, with new MoT. £27,950 + VAT

1982 MERCEDES 508D, Deansgate, 19 seater, good sized boot and racks, mainly white, new MoT Sept 1993, very clean for year.

**Evington, Leicester LE5 6DQ. Tel. (0533) 730421
Fax. (0533) 739372**

(29219/VS)

END OF SEASON SALE

1984 (private plate). DAF P50, 49 recliners, TV, coffee, continental door, bunk, MoT July 93, good condition

£23,950 + VAT

1984 BOVA CALYPSO, (private plate), 49 seats, TV, coffee, courier, MoT April 93, good condition

£16,250 + VAT

1983 BOVA EUROPA II. 53 reclining seats, PA system, MoT 24 Nov 92, a real bargain

£11,995 + VAT

All vehicles in daily use, and are real bargains offered well below price

NO OFFERS PLEASE

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(Essex) (9am - 6pm)**
(29187/VS)

1985 JONCKHEERE, High Line low drive, full exec, 51 seater, double glazed, Webasto heating, just fitted Volvo B10M engine (new), superb condition, must be viewed, will take exchange.

£45,000 + VAT

1975 AEC, 45 seater, fitted full re-conditioned engine, toilet & washroom, 6 speed manual ZF, tested June 1993, taxed Dec.

£3,900 + VAT

DUPLE CARIBBEAN, 48 seater, full exec, fitted 320 front Cummins 280 engine, integral, Neoplan chassis, running gear, too many extras to list, must be viewed, in beautiful condition, currently being used on our own tours.

£28,000 + VAT

1987 FREIGHT ROVER, 12 seater mini coach (white), non-PSV, beautiful condition, re-conditioned engine and gearbox, maintained regardless of cost.

£2,000 + VAT

The above
vehicles are in daily use.
Full inspection facilities
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(29196/VS)



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6.2 diesel 4wd, reg 7/90, LHD, auto, air con, 3 row seat, legal 7-seater, white, tan interior, air brake, towing package, 11,000 miles, as new.

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Fax (0703) 260705**
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1980 Bedford YLQ Alexander 10m Y type, 45 seats, D/P seats, excellent condition, MoT April '93

£4,995

1979 Leyland National 10.3m, 36 seats + 27 standing, dual door, MoT March '93

£3,750

1979 AEC Reliance Duplex Dominant II, 53 seats, grant doors, various MoT's. Choice of 4

from £4,995

1977 Leyland National 11.3m, 49 seats, 24 standing, recent engine, MoT Nov '92

£4,250

1976 Leyland National 11.3m, 49 seats, 24 standing, good condition, MoT just expired

£2,500

1976 Leyland National 10.3m, 25 seats plus 8 wheelchairs with side lift, sold with new MoT

£5,750

1976 Leyland Atlantean ECW, 74 seats, choice of 2, long MoT

£3,995

Choice of cheap contract coaches – Ring for details

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1978 BEDFORD PJK, 29 seater, tested May 1992, good condition, power door, PA, side locker. £5,500 + VAT. 1976 FORD DOMINANT II, tested August 1992, re-conditioned engine. £3,500 + VAT. Tel. 0490 2531 (evenings)

(28848/VS)

NATIONAL FOR HIRE, £35 per day, taxed, 36 seats, plus 7 standing. Also 8 tonne Laycock vehicle hoist, 23 foot platform, ex Telecom fluorescents. Tel. 0273 626222.

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1988 (F) DAF LAG PANORAMIC, 49 reclining seats and courier seat, centre sunken toilet, video and 2 monitors, servery including fridge, long MoT. Available immediately.

1988 VOLVO B10M PLAXTON PARAMOUNT 3500, 49 reclining seats and courier seat, toilet, video and monitor, water boiler, one owner from new.

1988 VOLVO B10M PLAXTON PARAMOUNT 3200, 53 reclining seats and courier seat. A nice touring coach.

1987 DAF 3000 LAG PANORAMIC, full executive coach and including: video plus 2 monitors, rear lounge and tables, high wattage sound system, six tables and 24 reclining coach seats, full servery and including fridge, centre sunken toilet, microwave oven, 240v generator system and full air conditioning. There is a choice of 4 identical machines and can be made up to 49 reclining seats as a standard luxury tourer. Available immediately!

1987 MERCEDES BENZ 0303 RHS, 53 reclining seats and courier seat, offside rear continental door, including refrigerated AIR CONDITIONING.

1987 MERCEDES BENZ 0303 RHS, 49 reclining seats and courier seat, offside rear continental door, saloon toilet, and including refrigerated AIR CONDITIONING.

1987 VOLVO B10M BERKHOFF ESPRIT, 49 reclining seats and courier seat, toilet, continental door, excellent condition, from a well known home.

1986 'D' DAF MB230 DKFL PLAXTON PARAMOUNT 3200, 53 'E' type seats, radio/pa, power door, very good condition.

1985 DAF SB2300 DHS VAN ROOJEN ODYSSEA Rock 'n Roll Band Coach including: 44 seats, toilet, shower, hot/cold water, fridge, full servery, Telma Retarder, 240v generator and including air conditioning, brand new MoT. Available immediately!

1985 'C' MERCEDES BENZ 0303, 53 reclining seats and courier seat, continental door and full AIR CONDITIONING, brand new MoT.

1985 DAF SBR2300 DHS JONCKHEERE JUBILEE P99 D/Decker Rock 'n Roll Band Coach including: 16 beds, toilet, full servery including microwave and fridge, upper lounge area, 20 reclining seats, 240v generator and Telma retarder and including full air conditioning.

1984 DAF SBR 2300 DHS JONCKHEERE JUBILEE P99 D/Decker Rock 'n Roll Band Coach. Specification as above.

1983 LEYLAND LEOPARD 12M PLAXTON PARAMOUNT 3200, 53 reclining seats and courier seat, radio/pa and stereo cassette, MoT January 1993. Available immediately.

1982 FORD TRANSIT, petrol, 16 seat semi-service mini coach, very tidy for year, provision for wheelchair lift. Best offer!

1982 LEYLAND TIGER 245 PLAXTON SUPREME V, 53 reclining seats plus courier seat, video and single monitor, drinks machine, outstanding for the year, long MoT.

1982 DAF MB200 DKT VAN HOOL ALIZEE H, 49 reclining seats and courier seat, toilet, servery, recent engine, finished in all white exterior, absolutely immaculate for the year! Brand new MoT and available immediately.

1979 (V) LEYLAND LEOPARD 11M PLAXTON SUPREME, 49 seater, finished all white exterior, immaculate for the year! Available immediately, long MoT.

Telephone: (0533) 387741 Fax: (0533) 387128

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(29236/VS)

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MIDI MINI COACHES



- 1991 (H) MERCEDES 811D PMT**, 33 seat, luxury coach, power door, tinted windows, radio, PA, all white exterior, MoT June 1993.
- 1989 (G) MERCEDES 811D Optare**, 33 semi high back seats, 7 standees, power door, destination gear, MoT May 1993.
- 1988 F MERCEDES 709D**, 25 seats, or facility for 6 wheel chairs, underfloor tail lift, white exterior, MoT Aug 93.
- 1987 (D) MERCEDES 307D**, Devon conversions, 12 seats, tinted windows, white exterior, MoT Sept 93.
- 1986 (D) IVECO 79/14 Caetano**, 24 moquette bus seats, power door, white exterior, MoT Sept 93.
- 1986 (D) FORD TRANSIT**, 14 seats, petrol, s/door, white exterior, MoT Sept 93.

Evenings
041-775 1884
LUXURY COACHES

- 1988 (E) VOLVO B10M PLAXTON PARAMOUNT 3500**, 49 seat coach, toilet, continental door, TV, video, radio PA, MoT April 93.
- 1985 B VOLVO B10M**, Plaxton Paramount 3500, 50 seats, rear toilet, HP ZF auto gearbox, white exterior, MoT Sept 93.
- 1985 (B) LEYLAND TIGER CUB**, Duple Dominant bus body, Allison automatic gearbox, 27 coach seats, 8 standees, MoT June 1993.
- 1983 (Y) LEYLAND TIGER CUB**, Reeves Burgess body, 25 seats, power door, MoT September 1992.
- 1980 (V) LEYLAND LEOPARD**, Plaxton Supreme IV, 11 metre, 49 seats, Express door, destination gear, MoT February 1993.
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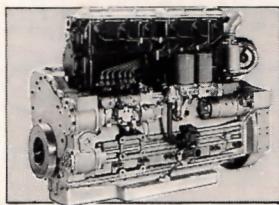
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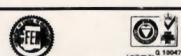
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APPOINTMENTS AND TENDERS

DISTRICT MANAGER

HORNSEA AND WITHERNSEA, NORTH HUMBERSIDE.
£16,000 PLUS CAR.

East Yorkshire Motor Services Limited, a subsidiary of EYMS Group, is the leading bus and coach company in North Humberside.

The company has a vacancy for a person to assume responsibility for the efficient and profitable operation and development of the company's local bus and coach services in the Hornsea and Withernsea area, and the management of both depot's engineering facilities. The depots currently run over 32 buses and coaches with a work force of 55.

Reporting directly to the General Manager the successful applicant will need to demonstrate a high degree of self-motivation and a commitment to quality improvement and cost control in an increasingly competitive environment.

A salary in the region of £16,000 p.a. is envisaged, with five weeks holiday, a pension and health scheme and other benefits commensurate with a management post in a large progressive private company.

Applicants should include a full CV including details of present position and salary, and should be sent under 'Personal' cover, to arrive by 10 October, to:

Ian Conyers, General Manager,

East Yorkshire Motor
Services Limited,
252 Anlaby Road,
Hull HU3 2RS.



AUCTIONS

BUS AND COACH SALE
ADT AUCTIONS LTD
MEADOWS ROAD
QUEENSWAY MEADOWS IND EST
NEWPORT
GWENT
NP9 0YR

THURSDAY 1ST OCTOBER 1992
COMMENCING 11.00 AM

This Bus and Coach Sale will consist of a large and varied entry, the majority of which will come directly from Fleet Operators and Finance Companies. The sale will include the following vehicles which will form only a small part of the final entry:

Y REG DAF MB200 LAG GALAXY, 49 seat, courier seat, toilet, continental door

G REG TRANSIT 160 2 LTR, 14 seat, Mellor conversion, high back seats

B REG AEC PLAXTON III BODY, 53 seats, manual gearbox, tested until June '93

P REG FORD T1114 DUPLE, 53 standard seats, PSV test Feb '93

E REG IVECO 35-8 HIGH TOP, 14 seat, high back, cloth trim, C.O.F. Aug '93

T REG VOLVO B58 PLAXTON SUPREME, 53 standard seats, manual, C.O.F. June '93

S REG BEDFORD YLQ DUPLE, 45 seats, tested 25.11.92, no original C.O.F.

1983 VOLVO B10M PLAXTON, 49 seats, executive, video/monitors, etc.

H REG DENNIS JAVELIN 11 metre Duple 320 bodywork, first registered Nov '90 (all seats removed)

Many more entries expected and further entries invited.

For details contact Mr Derek Bolt or Mr Steve Pearson on Tel: 0633 270222, Fax: 0633 270262.

N.B. All potential buyers will need to register at HGV Reception and obtain a Buyers Number prior to bidding. Non ADT Account holders are required to lodge £500 CASH or a Bankers Draft in favour of ADT Auctions Ltd, deposit in order to obtain a buyers number.

ADT Auctions



LONDON BOROUGH OF BRENT NOTICE OF TENDER

The London Borough of Brent invites suitably qualified and experienced contractors to tender for the provision of Transport Services for the Department of Education, Arts and Libraries and the Department of Social Services.

The work to be undertaken by the Contractor under the terms of the Contract includes:-

- Home to School Transport for pupils with Special Educational Needs (mainly term time)
- Passenger Transport for Social Services Passengers (including evenings, bank holiday and weekends)
- Meals on Wheels Delivery (every day of the year)
- Courier Service
- Taxi/Mini-Cab Service
- Ad Hoc Transport requirements for both Departments

The contract will commence on 1 April 1993 for a period of 5 years and it is anticipated that tenders will be invited in October 1992 from contractors.

Copies of the Detailed Specifications relating to the contract will be available for inspection during office hours at Chesterfield House, 9 Park Lane, Wembley, Middlesex, from 16 October 1992. Copies of the Detailed Specifications are also available on request at a cost of £75 from 19 October 1992 (cheques should be crossed and made payable to 'Brent Corporation').

Any contractor who wishes to be considered for invitation to tender for the Transport Services work must complete and return a questionnaire including information concerning previous experience in the field of Transport and related services, Health and Safety Policy, Quality Assurance, References, etc to the Council no later than 16 October 1992. Copies of the questionnaire are available from 26 September 1992.

Contractors should note that an ability to meet the required standard of performance and give prompt response at all times is essential since the contracts will incorporate default provisions.

General enquiries concerning the contracts should be made to:
**Dermot Lambe, Room 410, Chesterfield House, 9 Park Lane,
Wembley, Middlesex HA9 7RW. Tel: 081-900 5407**

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